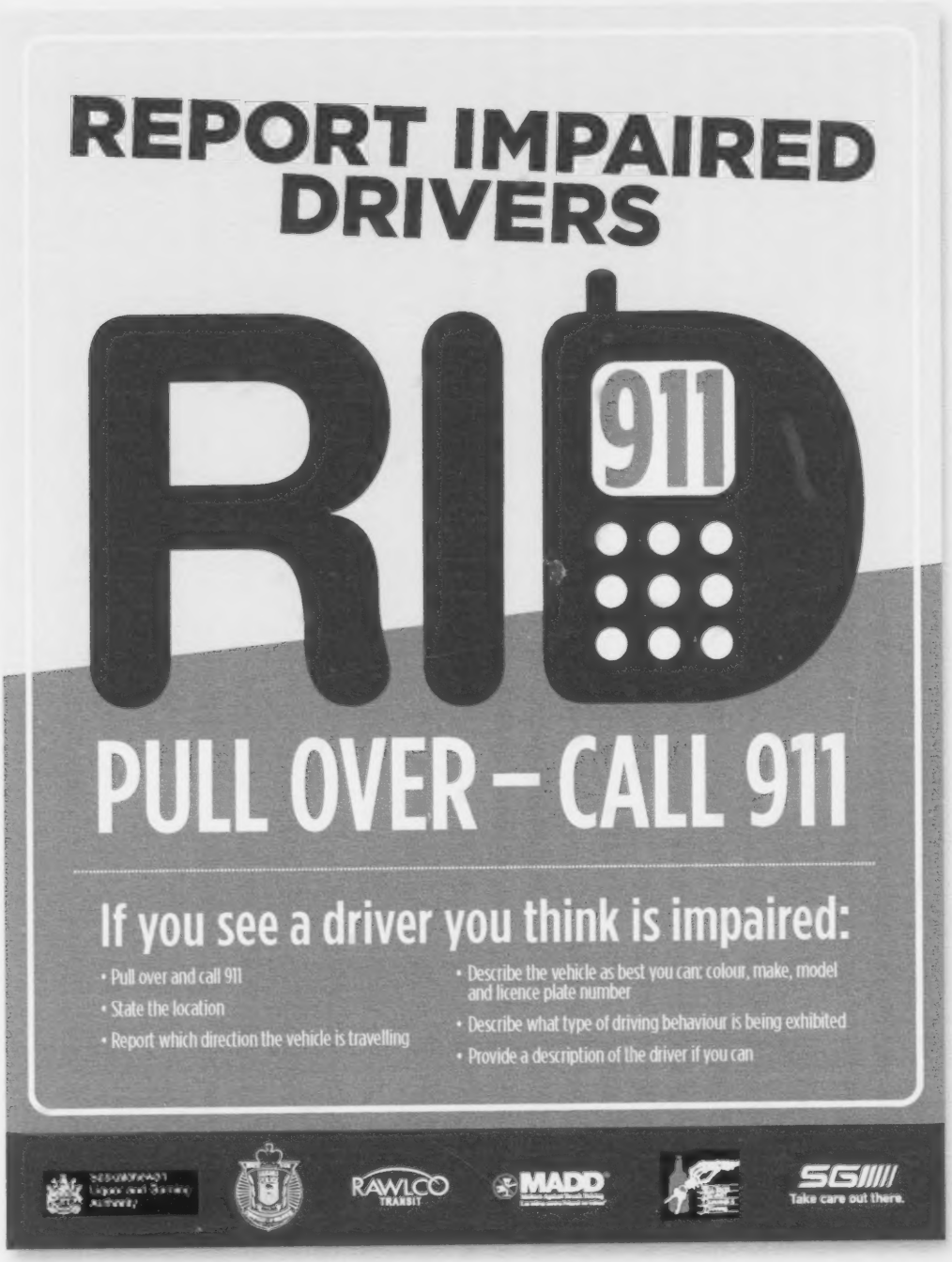
SGI

2009 Saskatchewan Traffic Accident Facts


REPORT IMPAIRED DRIVERS
RID
911
PULL OVER – CALL 911
If you see a driver you think is impaired:
• Pull over and call 911
• State the location
• Report which direction the vehicle is travelling
• Describe the vehicle as best you can: colour, make, model and licence plate number
• Describe what type of driving behaviour is being exhibited
• Provide a description of the driver if you can
RAWLCO TRANSIT
MADD
SGI
Take care out there.

2009 QUICK FACTS

(2009 compared to 2008)

	2008	2009	% CHANGE
Property Damage Only Collisions *	46,458	49,063	5.6
Personal Injury Collisions *	5,143	5,037	-2.1
Fatal Collisions *	132	129	-2.3
Total Reported Collisions *	51,733	54,229	4.8
Number of Deaths	156	153	-1.9
Number of Injuries	7,077	6,871	-2.9
Provincial Highway Collisions	12,677	13,107	3.4
Rural Road Collisions	5,616	6,178	10.0
Urban Street Collisions	31,311	33,133	5.8
Other Locations	2,129	1,811	-14.9
Registered Vehicles	820,405	889,961	8.5
Licensed Vehicle Operators	711,323	716,258	0.7
Saskatchewan Population	1,013,620	1,029,124	1.5
Collisions Per 100 Licensed Operators	7.19	7.57	5.3
Collisions Per 100 Registered Vehicles	6.31	6.09	-3.4
Collisions Per 100 Population	4.97	5.27	6.1
Casualty Collisions Per 100 Licensed Operators	0.75	0.72	-3.5
Casualty Collisions Per 100 Registered Vehicles	0.65	0.58	-10.7
Casualty Collisions Per 100 Population	0.52	0.50	-3.8

*Due to differences in reporting definitions, the numbers of collisions and associated casualties published in this report do not necessarily reflect the collision and injury claims experience of the Saskatchewan Auto Fund. Traffic collisions are reported in the Traffic Accident Information System (TAIS) only when the estimated repair costs for all vehicles and property exceed $1,000 or personal injuries are sustained, whereas a collision claim may occur for any amount of property damage over the applicable deductible. Private property and parking lot collisions, as well as deliberate acts of vandalism or natural causes, are also not recorded in TAIS.

on the cover:

Launched in Regina and Saskatoon in 2010, the Report Impaired Drivers (RID) program encourages residents in both cities to call 911 and report suspected impaired drivers to local law enforcement. The program is a partnership lead by SGI, the Saskatchewan Liquor and Gaming Authority and the Regina and Saskatoon police services with support from Mothers Against Drunk Driving, Students Against Drinking and Driving and Rawlco Radio.

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Letter of Transmittal

March 2011

To: Saskatchewan's Traffic Safety Community

I am pleased to present to you the "Saskatchewan Traffic Accident Facts" report for 2009.

SGI's Traffic Accident Information System (TAIS), our database on motor vehicle crashes, provides much of the information contained in this report.

The dedicated and invaluable efforts of law enforcement officers throughout Saskatchewan and SGI's team of claims adjusters continue to make this publication possible.

Their complete, consistent and reliable reporting of motor vehicle crashes greatly enhance the integrity of this report.

Too many people continue to be injured and lose their lives on our province's roads as a result of traffic collisions.

Road safety impacts the citizens of our province on a daily basis. This report, and the information contained within, will assist you in making informed decisions about road safety moving forward.

Please do not hesitate to contact SGI should you need any additional information.

Yours truly,

K. Quaye

Kwei Quaye
Assistant Vice President
Traffic Safety Services

2009 Summary

The total number of traffic collisions in Saskatchewan is up 5% from 51,733 in 2008 to 54,229 in 2009.

The number of fatal collisions decreased 2% over the past year from 132 in 2008 to 129 in 2009.

The number of personal injury collisions decreased 2% over the past year from 5,143 in 2008 to 5,037 in 2009.

The highest number of fatal collisions occurred in November, while the highest number of injury collisions occurred in September.

Friday was the most collision-prone day of the week.

The most collision-prone period of time was the afternoon rush hour from 3 to 6 p.m.

Collision rates were highest among drivers between the ages of 16 and 25.

Driver inattention, distraction, drinking, impairment and inexperience/confusion were the most frequently identified human condition factors contributing to casualty collisions in Saskatchewan in 2009.

Twenty-seven per cent of fatal collisions and 55% of personal injury collisions occurred at intersections.

Collision rates (per million vehicle km) on rural roads are 1.9 times higher than on provincial highways.

Thirty per cent of pedestrians killed in traffic collisions in 2009 had consumed alcohol prior to the collisions.

Forty-one per cent of fatal collisions and 10% of injury collisions involved a drinking driver.

Vehicle occupants who did not buckle up were 10 times more likely to be killed than those who wore a seatbelt.

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SGI

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Meadow Lake Claims
236-2500

Moose Jaw Claims
691-4515

Moose Jaw Salvage
691-4588

North Battleford Claims
446-1900

Regina Commercial Claims
775-6000

Regina East Claims
751-1824

Regina Injury South
751-1860

Regina Northwest Claims
751-1846

Regina Salvage
775-6025

Swift Current Claims
778-4900

Tisdale Claims
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Weyburn Claims
848-4300

Yorkton Claims
786-2430

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All kids between 40 and 80 lbs need to ride in a booster seat.
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Preface

The Traffic Accident Information System (TAIS) compiles information on traffic collisions occurring on Saskatchewan roads. Collisions involving bodily injury or death, a hit and run, an out-of-province vehicle, an unregistered vehicle, an impaired operator and collisions where vehicles have to be towed are reported through police agencies. A Motor Vehicle Accident (MVA) form is completed in accordance with Section 253 of *The Traffic Safety Act* and forwarded to Saskatchewan Government Insurance (SGI). Information on all other types of collisions is collected through SGI's claims reporting process. Both data sources are combined to create TAIS. The collision database and its publications are administered by SGI.

TAIS provides comprehensive collision data to many agencies for the design and evaluation of traffic safety programs. The importance of accurate and timely collision data is evident by such initiatives as Transport Canada's Road Safety Vision 2010. This is a national initiative to make Canada's roads the safest in the world. The strategic objectives of the plan are to raise public awareness of road safety issues; improve communication, co-operation and collaboration among road safety agencies; enhance enforcement measures and improve national road safety data quality and collection.

The collection of traffic collision information is made possible by the efforts and dedication of law enforcement and SGI staff who investigate, report and record the information on TAIS.

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Historical Trends

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Historical Trends

This section illustrates the 26-year history of collisions, victims, licensed drivers and vehicles.

Reporting definitions must be considered when looking at past trends. Changes to the reporting thresholds have resulted in large declines in property damage only (PDO) collisions during the years 1984 and 1993. The continued reduction in police resources available for traffic enforcement has also had an effect on the number of PDO collisions being reported. This is especially true for the reporting of wildlife collisions since 1996.

The traffic accident reporting system was streamlined on Aug. 1, 2002, so that only collisions involving bodily injury, death, a hit and run, an out-of-province vehicle, an unregistered vehicle, an impaired operator and collisions where vehicles have to be towed are reported to police. Information on all other types of collisions that meet the reporting criteria for our traffic accident system are collected through SGI's claims reporting process. This change has freed up valuable enforcement resources that can be devoted to other high-priority issues.

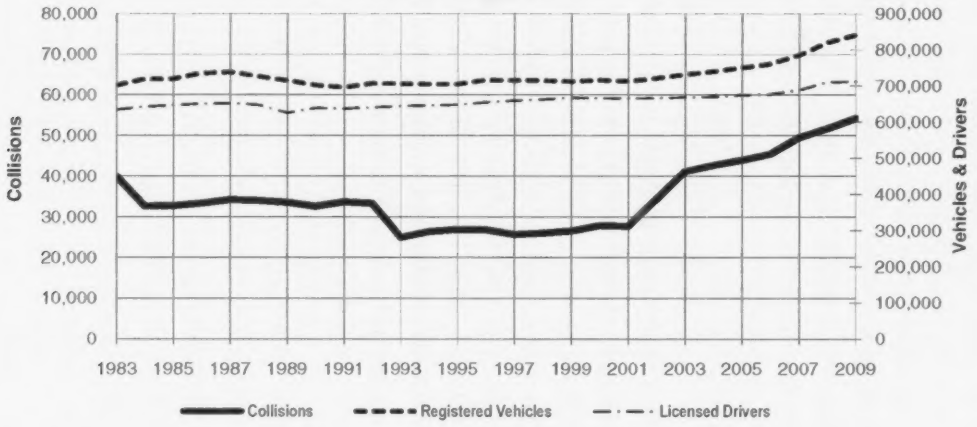
The increase in the total number of collisions can be mainly attributed to the change in collision reporting procedures implemented in August 2002. This change resulted in a 49.5% increase in the number of PDO collisions captured by TAIS from 2003 to date as compared to the previous three-year average.

Trends in crashes resulting in fatalities and injuries have shown a steady decline since 1983. Fatal crashes peaked in 1986, while injury crashes peaked in 1987. The five-year averages for fatal and injury crashes are now 128 and 5,091, respectively, compared to 191 and 5,769 between 1983 and 1987. All collisions showed an upward trend from 2002 due to the change in reporting threshold. Data for recent years exhibit a fairly steady count of total collisions in the province. Vehicle counts and the number of licensed drivers have been increasing since 2005.

A complete listing of all the numbers used in the charts and changes in definitions can be found in Appendices A1.1 to A4.2.

Trends in Licensed Drivers, Vehicle Registrations and Collisions

Figure 1.1



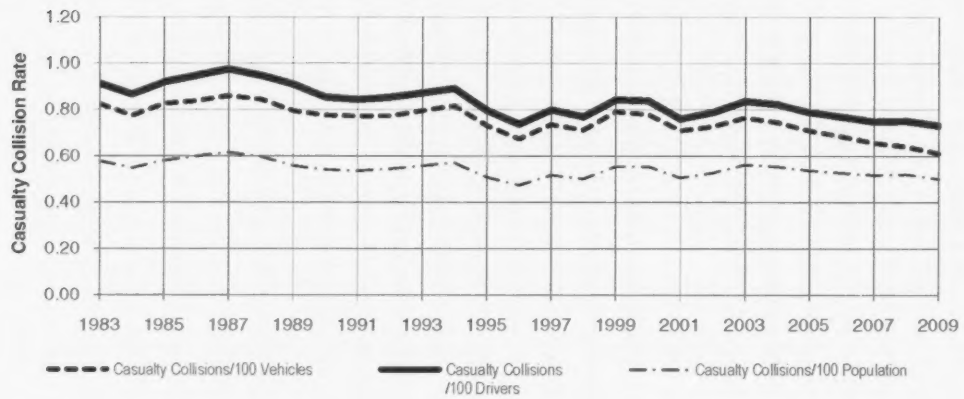
Three Year Summary

	2007	2008	2009	% Change
Registered Vehicles	785,341	820,405	841,022	2.51
Licensed Drivers	688,841	711,323	716,258	0.69
Total Collisions	49,549	51,733	54,229	4.82

See Appendix sections A1.1 to A1.7 for additional details.

Trends in Casualty Collision Rates by Vehicles, Drivers and Population

Figure 1.2



Three Year Summary

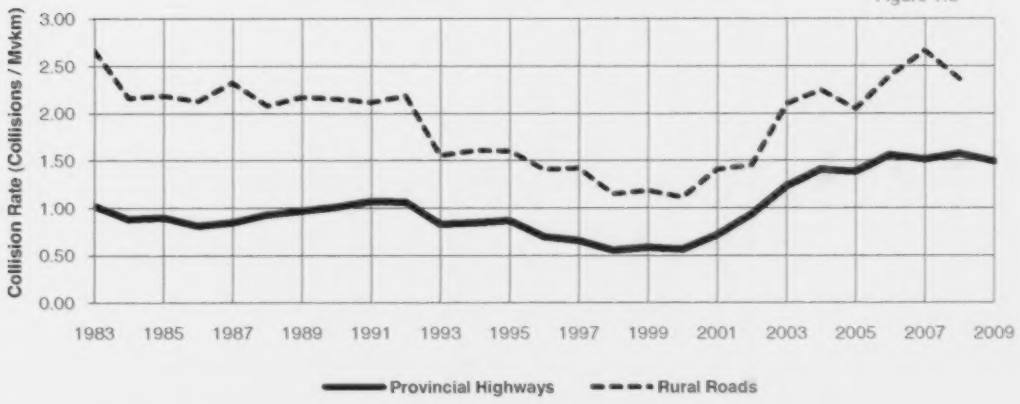
	2007	2008	2009	% Change
Casualty Collisions / 100 Registered Vehicles	0.66	0.64	0.61	-4.70
Casualty Collisions / 100 Licensed Drivers	0.75	0.75	0.73	-2.80
Casualty Collisions / 100 Population	0.52	0.52	0.50	-3.80

See Appendix sections A1.1 to A1.7 for additional details.

Historical Trends – SECTION 1

Trends in Collision Rates (Collisions/MvKm) For Provincial Highways and Rural Roads

Figure 1.3



Three Year Summary By Road System

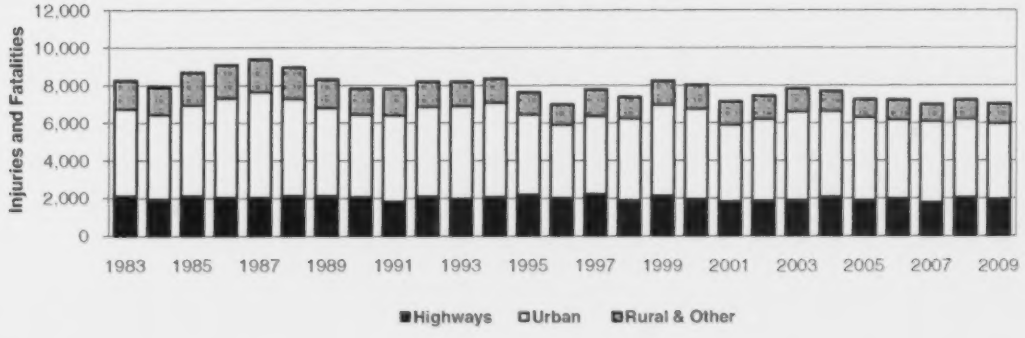
Collisions per Million Vehicle Kms

	2007	2008	2009	% Change
Provincial Highways	1.51	1.57	1.49	-3.21
Rural Roads	2.66	2.36	2.88	22.00

See Appendix sections A1.1 to A1.7 for additional details.

Trends in Total Victims by Road System

Figure 1.4



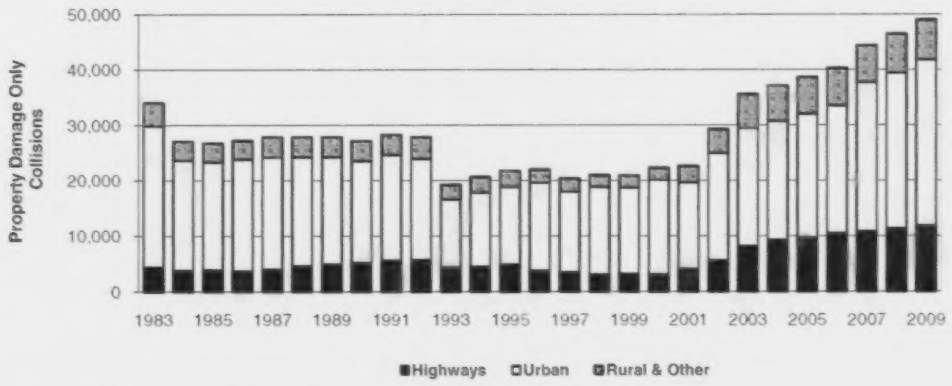
Three Year Summary by Road System

	Personal Injuries				Fatalities			
	2007	2008	2009	% Change	2007	2008	2009	% Change
Provincial Highways	1,657	1,902	1,811	-4.78	84	98	97	-1.02
Urban Streets	4,297	4,164	4,020	-3.46	21	23	17	-26.09
Rural Roads	684	714	787	10.22	28	21	35	66.67
Other Roads	208	297	253	-14.81	10	14	4	-71.43
Total Roads	**6,846**	**7,077**	**6,871**	**-2.91**	**143**	**156**	**153**	**-1.92**

See Appendix sections A1.1 to A1.7 for additional details.

Trends in Property Damage Only Collisions

Figure 1.5



Three Year Summary by Road System

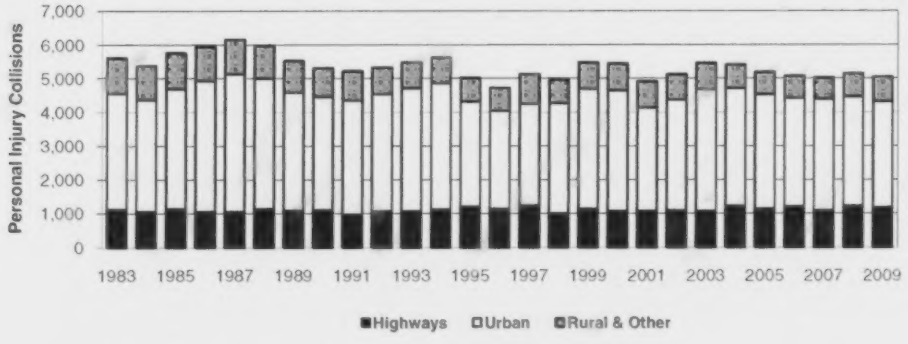
Property Damage Collisions

	2007	2008	2009	% Change
Provincial Highways	10,796	11,377	11,864	4.28
Urban Streets	26,928	28,053	29,962	6.80
Rural Roads	5,326	5,095	5,597	9.85
Other Roads	1,327	1,933	1,640	-15.16
Total Roads	**44,377**	**46,458**	**49,063**	**5.61**

See Appendix sections A1.1 to A1.7 for additional details.

Trends in Personal Injury Collisions

Figure 1.6



Three Year Summary by Road System

Personal Injury Collisions

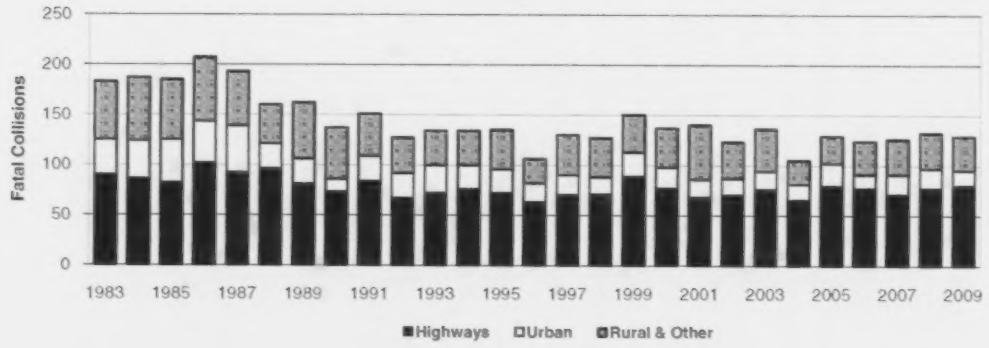
	2007	2008	2009	% Change
Provincial Highways	1,090	1,223	1,163	-4.91
Urban Streets	3,301	3,238	3,156	-2.53
Rural Roads	497	500	551	10.20
Other Roads	131	182	167	-8.24
Total Roads	**5,019**	**5,143**	**5,037**	**-2.06**

See Appendix sections A1.1 to A1.7 for additional details.

Historical Trends – SECTION 1

Trends in Fatal Collisions

Figure 1.7



Three Year Summary by Road System

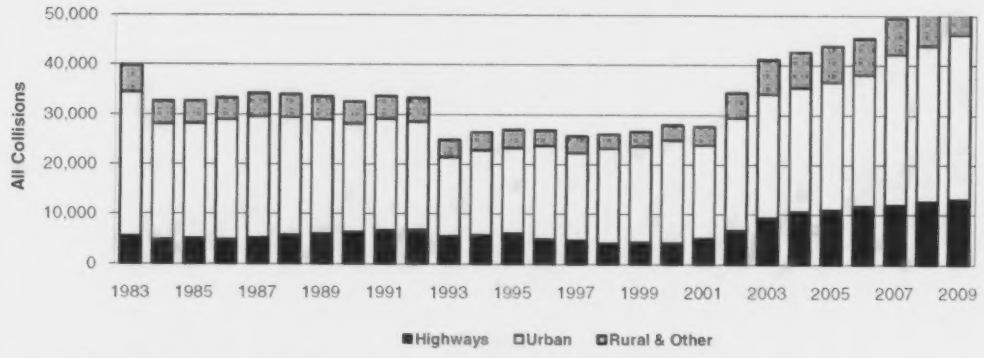
Fatal Collisions

	2007	2008	2009	% Change
Provincial Highways	71	77	80	3.90
Urban Streets	20	20	15	-25.00
Rural Roads	25	21	30	42.86
Other Roads	10	14	4	-71.43
Total Roads	**126**	**132**	**129**	**-2.27**

See Appendix sections A1.1 to A1.7 for additional details

Trends in All Reported Collisions

Figure 1.8



Three Year Summary by Road System

All Collisions

	2007	2008	2009	% Change
Provincial Highways	11,962	12,677	13,107	3.39
Urban Streets	30,264	31,311	33,133	5.82
Rural Roads	5,855	5,616	6,178	10.01
Other Roads	1,468	2,129	1,811	-14.94
Total Roads	**49,549**	**51,733**	**54,229**	**4.82**

See Appendix sections A1.1 to A1.7 for additional details

Property Damage Only Collisions by Month and Year

Table 1.1

Month	2004	2005	2006	2007	2008	Average 2006-2008	2009	% Change **
January	4,618	4,737	3,605	4,814	4,775	4,398.0	6,324	43.8
February	3,382	2,801	2,721	4,228	4,516	3,821.7	4,120	7.8
March	3,308	3,172	3,889	3,875	3,066	3,610.0	4,223	17.0
April	1,955	2,238	2,272	2,436	2,749	2,485.7	3,070	23.5
May	2,191	2,341	2,629	2,628	2,765	2,674.0	2,947	10.2
June	2,644	3,001	3,183	3,207	3,278	3,222.7	3,369	4.5
July	2,654	2,830	2,840	3,060	3,322	3,074.0	3,381	10.0
August	2,193	2,500	2,655	2,987	3,196	2,946.0	3,197	8.5
September	2,474	2,628	2,980	3,074	3,301	3,118.3	3,375	8.2
October	3,690	2,982	3,432	3,645	4,035	3,704.0	4,288	15.8
November	3,556	4,384	5,238	5,324	5,012	5,191.3	4,628	-10.9
December	4,507	5,021	4,841	5,126	6,443	5,470.0	6,141	12.3
Totals	**37,172**	**38,635**	**40,285**	**44,404**	**46,458**	**43,715.7**	**49,063**	**12.2**

Total Injuries by Month and Year

Table 1.2

Month	2004	2005	2006	2007	2008	Average 2006-2008	2009	% Change **
January	602	734	437	585	541	521.0	662	27.1
February	729	378	472	528	530	510.0	419	-17.8
March	745	605	732	544	451	575.7	501	-13.0
April	501	447	472	478	487	479.0	417	-12.9
May	518	497	551	539	531	540.3	600	11.0
June	602	640	619	556	600	591.7	587	-0.8
July	632	620	633	580	667	626.7	603	-3.8
August	662	644	667	607	678	650.7	597	-8.2
September	637	623	594	612	602	602.7	668	10.8
October	707	611	638	594	748	660.0	599	-9.2
November	624	643	617	641	653	637.0	608	-4.6
December	651	666	643	581	589	604.3	610	0.9
Totals	**7,610**	**7,108**	**7,075**	**6,845**	**7,077**	**6,999**	**6,871**	**-1.8**

** % change is a comparison between 2009 and the 2006 - 2008 average.

Historical Trends – SECTION 1

Total Deaths by Month and Year

Table 1.3

Month	2004	2005	2006	2007	2008	Average 2006-2008	2009	% Change **
January	4	3	9	1	8	6.0	10	66.7
February	4	4	8	3	6	5.7	5	-11.8
March	9	5	10	10	9	9.7	12	24.1
April	10	7	10	14	12	12.0	16	33.3
May	12	16	16	16	12	14.7	11	-25.0
June	7	16	7	17	19	14.3	14	-2.3
July	15	17	13	15	13	13.7	10	-26.8
August	15	17	14	16	21	17.0	18	5.9
September	19	11	12	8	17	12.3	14	13.5
October	16	13	12	18	17	15.7	11	-29.8
November	8	20	11	15	17	14.3	17	18.6
December	7	18	14	10	5	9.7	15	55.2
Totals	**126**	**147**	**136**	**143**	**156**	**145.0**	**153**	**5.5**

Total Collisions by Month and Year

Table 1.4

Month	2004	2005	2006	2007	2008	Average 2006-2008	2009	% Change **
January	5,087	5,304	3,941	5,283	5,199	4,807.7	6,818	41.8
February	3,894	3,104	3,064	4,629	4,940	4,211.0	4,440	5.4
March	3,821	3,638	4,427	4,302	3,406	4045.0	4,619	14.2
April	2,279	2,580	2,619	2,775	3,110	2,834.7	3,389	19.6
May	2,560	2,707	3,033	3,030	3,147	3,070.0	3,374	9.9
June	3,078	3,465	3,613	3,615	3,725	3,651.0	3,802	4.1
July	3,114	3,281	3,286	3,505	3,812	3,534.3	3,818	8.0
August	2,668	2,970	3,116	3,436	3,693	3,415.0	3,648	6.8
September	2,964	3,097	3,444	3,541	3,751	3,578.7	3,876	8.3
October	4,204	3,432	3,889	4,067	4,549	4,168.3	4,738	13.7
November	4,008	4,862	5,719	5,810	5,502	5,677.0	5,094	-10.3
December	5,003	5,508	5,332	5,556	6,899	5,929.0	6,613	11.5
Totals	**42,680**	**43,948**	**45,483**	**49,549**	**51,733**	**48,921.7**	**54,229**	**10.8**

** % change is a comparison between 2009 and the 2006 - 2008 average.

Time of Occurrence

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Time of Occurrence

Figures 2.1 to 2.3 show the frequency of 2009 traffic collisions, injuries and deaths compared to a three-year average. It is not unusual to see more fluctuations in the monthly averages in the smaller numbers, such as deaths, than the larger numbers of total collisions.

Figures 2.4 and 2.5 show the collision ratio of travel versus collisions on provincial highways. The risk of being involved in a highway collision is highest between the hours of 3 and 5 a.m.

Table 2.2 shows the number of collisions on public holidays and long weekends throughout the year, as well as on other specific periods of interest.

Table 2.3 shows the number of collisions occurring by day of week and hour of occurrence on all road systems. The highest frequency of traffic collisions during 2009 occurred Friday afternoons between the hours of 4 and 5 p.m.

Collisions & Victims by Month of Occurrence

Figure 2.1

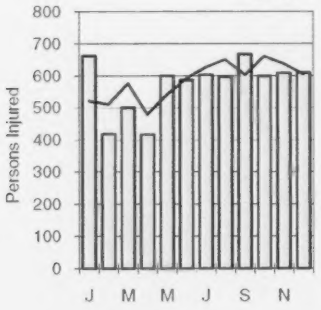


Figure 2.2

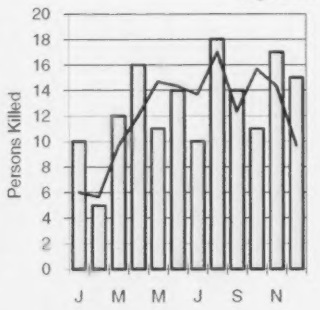
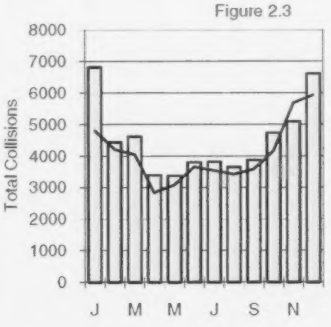


Figure 2.3



2009 Avg. (2006 - 2008)

Collisions & Victims by Month of Occurrence

Table 2.1

	Number of Collisions				Number of Victims	
Month	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	6,323	487	7	6,817	662	10
February	4,120	315	5	4,440	419	5
March	4,223	388	8	4,619	501	12
April	3,070	306	13	3,389	417	16
May	2,947	416	11	3,374	600	11
June	3,369	422	11	3,802	587	14
July	3,381	428	9	3,818	603	10
August	3,197	437	14	3,648	597	18
September	3,375	488	13	3,876	668	14
October	4,288	440	10	4,738	599	11
November	4,628	451	15	5,094	608	17
December	6,142	459	13	6,614	610	15
Total	**49,063**	**5,037**	**129**	**54,229**	**6,871**	**153**

Collisions During 2009 Holiday Periods

Table 2.2

		Number of Collisions				Number of Victims	
Holiday Period		Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Family Day, Feb 13 - 16	(Fri - Mon)	489	39	0	528	56	0
Imp Driving Awarness, Mar 1 - 7	(Sun - Sat)	1,069	95	0	1,164	121	0
Easter, Apr 10 - Apr 13	(Fri - Mon)	333	33	0	366	51	0
Victoria Day, May 15 - 18	(Fri - Mon)	372	42	2	416	66	2
Canada Day, Jun 30 - Jul 2	(Tues - Thur	365	51	0	416	67	0
Heritage Day, Jul 31 - Aug 3	(Fri - Mon)	374	45	1	420	65	1
Labour Day, Sept 4 - 7	(Fri - Mon)	409	42	0	451	57	3
Thanksgiving Day, Oct 9 - 12	(Fri - Mon)	445	67	3	515	99	4
Remembrance Day, Nov 10 - 12	(Tues - Thur	397	43	1	441	60	1
Safe Driving Week, Dec 1 - 7	(Tues - Mon)	1,410	127	3	1,540	165	3
Christmas Holidays,Dec 24 - 27	(Thur - Sun)	606	35	0	641	43	0
Total		**5,780**	**580**	**10**	**6,370**	**794**	**14**

Time of Occurrence – SECTION 2

Figure 2.4

Provincial Highway Collisions and Travel by Time of Day

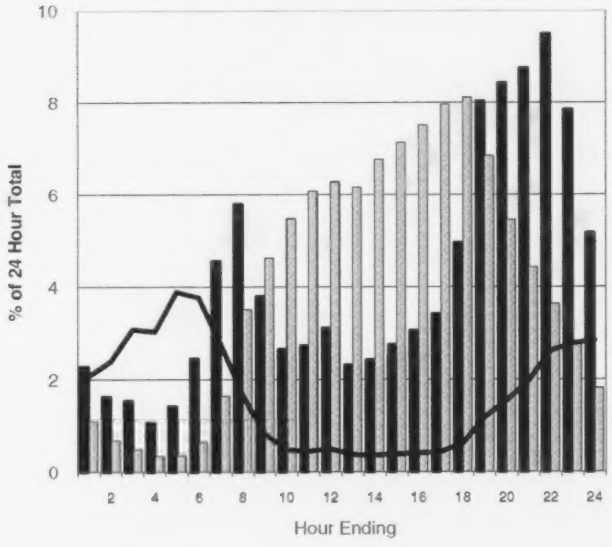
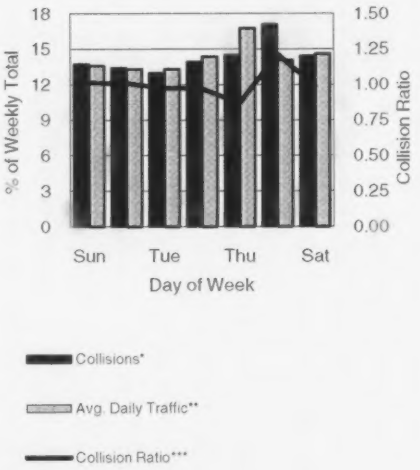


Figure 2.5

Provincial Highway Collisions and Travel by Week Day



* Collisions on Provincial Highways ** Traffic On Provincial Highways *** Per cent Collisions/Per cent Traffic

Collisions on All Roads by Time of Day and Day of Week

Table 2.3

Collision Hour	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	Total	%
12 to 1 a.m.	258	162	172	188	210	199	323	1,512	2.8
1 to 2 a.m.	170	78	60	87	90	109	209	803	1.5
2 to 3 a.m.	207	61	47	60	98	101	208	782	1.4
3 to 4 a.m.	164	56	44	49	81	69	145	608	1.1
4 to 5 a.m.	114	53	43	46	49	55	100	460	0.8
5 to 6 a.m.	84	102	91	89	115	80	101	662	1.2
6 to 7 a.m.	117	193	190	218	257	180	138	1,293	2.4
7 to 8 a.m.	123	405	429	414	457	373	182	2,383	4.4
8 to 9 a.m.	112	422	453	454	439	496	181	2,557	4.7
9 to 10 a.m.	148	261	291	315	283	288	241	1,827	3.4
10 to 11 a.m.	229	304	293	311	333	338	333	2,141	3.9
11 a.m. to 12 p.m.	271	339	384	388	382	476	453	2,693	5.0
12 to 1 p.m.	285	405	493	478	434	497	368	2,960	5.5
1 to 2 p.m.	287	340	381	419	381	418	374	2,600	4.8
2 to 3 p.m.	359	393	395	428	445	445	420	2,885	5.3
3 to 4 p.m.	331	480	614	547	554	629	388	3,543	6.5
4 to 5 p.m.	322	481	598	544	577	650	380	3,552	6.6
5 to 6 p.m.	321	472	608	612	574	664	366	3,617	6.7
6 to 7 p.m.	367	369	486	501	529	604	419	3,275	6.0
7 to 8 p.m.	386	369	409	444	460	541	397	3,006	5.5
8 to 9 p.m.	423	354	373	406	414	489	386	2,845	5.2
9 to 10 p.m.	401	363	379	377	426	503	478	2,927	5.4
10 to 11 p.m.	336	303	276	352	347	457	423	2,494	4.6
11 p.m. to 12 a.m.	189	205	198	216	253	350	350	1,761	3.2
Not Stated	153	120	158	139	143	144	186	1,043	1.9
Total	**6,157**	**7,090**	**7,865**	**8,082**	**8,331**	**9,155**	**7,549**	**54,229**	
%	**11.4**	**13.1**	**14.5**	**14.9**	**15.4**	**16.9**	**13.9**		**100**

Major Contributing Factors

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Major Contributing Factors

Contributing factors are those circumstances or factors that have directly contributed to the collision or its severity. TAIS recognizes that a collision usually results from many causal factors. The collision data system accepts up to four contributing factors for each vehicle involved in a collision. Factors can be selected from four categories: human condition, human action, vehicle condition or driving environment.

In traffic collisions reported by police agencies, the causal factors are assigned by the investigating officer. Incidents reported through SGI's Dial-A-Claim are assigned causal factors only if they are clearly identified in the drivers' statements. The causal factors in property damage only collisions are therefore much more subjective in nature and not directly comparable to previous years and casualty collisions.

This section summarizes all contributing factors that were reported. In 2009, a total of 72,258 factors contributed to 54,228 collisions. The numbers in these figures represent the number of occurrences of each factor.

Driver inattention and driver distraction account for 25.8% of all factors reported. SGI is aware of this fact and continues to work with a number of organizations to develop education and awareness programs to address this problem.

Figure 3.1 shows that human condition is a more prevalent factor in fatal collisions (39.1%) than in all collisions (32.7%). Human condition and human action account for 59.7% of all factors in collisions, as compared to 75.1% of factors in fatal crashes.

Figure 3.2 summarizes the factors by road system. Eighty per cent of urban collisions are attributed to human factors, while environmental conditions, mainly animal actions, are more prevalent in rural and highway collisions (69.1% and 71%).

Top 10 Contributory Factors in Fatal Collisions During 2009

Table 3.1

	Urban Streets	Prov. Highways	Rural Roads	Other	Total	% of Total
Alcohol Involvement	6	26	18	4	54	18.7
Inattentive	0	20	8	1	29	10.0
Road Condition (Surface or Structure)	0	16	7	1	24	8.3
Driving Too Fast For Road Conditions	0	8	11	1	20	6.9
Exceeding Speed Limit	4	10	5	1	20	6.9
Fail to Yield/Traffic Control Disregarded	2	13	4	0	19	6.6
Weather Conditions	0	16	0	0	16	5.5
Other Human Action	2	11	1	0	14	4.8
Passing or Improper Lane Usage	0	9	1	0	10	3.5
Other Human Conditions	2	5	2	0	9	3.1

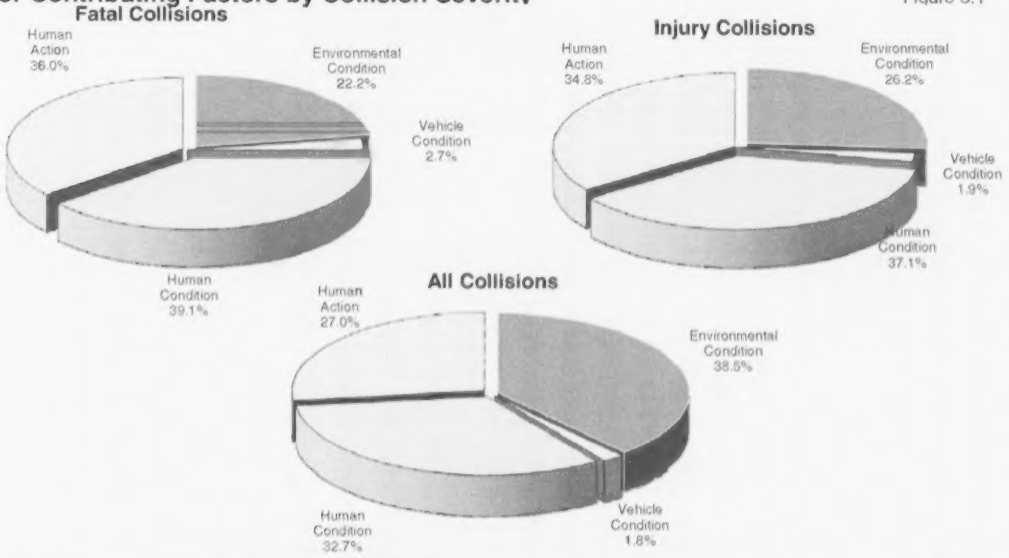
All Major Contributing Factors In 2009 Fatal Collisions

Table 3.2

Driver/Vehicle/Environmental Factors	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total
Alcohol Involvement	6	26	18	4	54	18.2
Inattentive	0	20	8	1	29	9.8
Road Condition (surface or structure)	0	16	7	1	24	8.1
Driving Too Fast For Road Conditions	0	8	11	1	20	6.8
Exceeding Speed Limit	4	10	5	1	20	6.8
Fail to Yield/Traffic Control Disregarded	2	13	4	0	19	6.4
Weather Conditions	0	16	0	0	16	5.4
Other Human Action	2	11	1	0	14	4.7
Passing Or Improper Lane Usage	0	9	1	0	10	3.4
Other Human Conditions	2	5	2	0	9	3.0
Taking Evasive Action	1	5	2	0	8	2.7
Pedestrian Action Contributed	4	2	1	0	7	2.4
Careless Driving/Stunting	0	4	1	1	6	2.0
Animal Action (wild)	0	4	2	0	6	2.0
View From Vehicle Obstructed	0	6	0	0	6	2.0
Driver Inexperience/Confusion	0	2	3	0	5	1.7
Drugs (prescription or illegal)	0	4	1	0	5	1.7
Distracted	0	3	1	0	4	1.4
Lost Consciousness/Other Illness	1	3	0	0	4	1.4
Fell Asleep	0	3	0	0	3	1.0
Excessive Loose Gravel	0	1	2	0	3	1.0
Extreme Fatigue	0	2	0	0	2	0.7
Turning Improper	1	1	0	0	2	0.7
Defective Tires Or Blowout	0	2	0	0	2	0.7
Jackknife/Trailer Swing	0	2	0	0	2	0.7
Lights Not On	0	1	1	0	2	0.7
Obstruction/Debris on Roadway	0	2	0	0	2	0.7
Other Environmental Conditions	0	2	0	0	2	0.7
Defective Eyesight/Hearing	0	1	0	0	1	0.3
Following Too Closely	0	1	0	0	1	0.3
Defective Suspension/Wheel Failure	0	1	0	0	1	0.3
Other Vehicle Condition/Defect	0	1	0	0	1	0.3
Animal Action (domestic)	0	1	0	0	1	0.3
Snow Drift	0	1	0	0	1	0.3
Sun Glare	1	0	0	0	1	0.3
Contruction Zone	0	1	0	0	1	0.3
Soft or Defective Shoulder	0	1	0	0	1	0.3
Lane Marking Inadequate	0	1	0	0	1	0.3
Uninvolved Vehicle	0	1	0	0	1	0.3

Major Contributing Factors – SECTION 3

Major Contributing Factors by Collision Severity Figure 3.1



Count of Human Condition Factors by Severity of Collision

Table 3.3

Human Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Driver Inattention	15,328	1,834	29	17,191	23.8
Driver Distraction	1,133	322	4	1,459	2.0
Had Been Drinking	582	191	9	782	1.1
Driving While Impaired	622	318	45	985	1.4
Extreme Fatigue	56	29	2	87	0.1
Fell Asleep	122	88	3	213	0.3
Driver Inexperience/Confusion	1,817	371	5	2,193	3.0
Lost Consciousness/Sudden Illness	47	37	4	88	0.1
Physical/Medical Disability	56	27	0	83	0.1
Drugs (Prescription or Illegal)	37	19	5	61	0.1
Defective Eyesight/Hearing	24	10	1	35	0.0
Other Human Conditions	363	98	9	470	0.7
Total	**20,187**	**3,344**	**116**	**23,647**	**32.7**

Count of Human Action Factors by Severity of Collision

Table 3.4

Human Action	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Fail to Yield	2,673	792	13	3,478	4.8
Traffic Control Device Disregarded	846	318	6	1,170	1.6
Following Too Closely	2,209	316	1	2,526	3.5
Driving Too Fast for Conditions	2,092	521	20	2,633	3.6
Exceeding Speed Limit	229	133	20	382	0.5
Turning Improperly	904	93	2	999	1.4
Passing or Improper Lane Usage	1,523	95	10	1,628	2.3
Backing Unsafely	2,259	30	0	2,289	3.2
Fail to Signal	29	6	0	35	0.0
Driving Wrong Way in One Way Traffic	17	6	0	23	0.0
Taking Evasive Action	2,257	361	8	2,626	3.6
Careless Driving/Stunting	469	185	6	660	0.9
Pedestrian Action Contributed	31	127	7	165	0.2
Other Human Action	700	154	14	868	1.2
Total	**16,238**	**3,137**	**107**	**19,482**	**27**

Count of Vehicle Condition Factors by Severity of Collision

Table 3.5

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Defective Brakes	76	24	0	100	0.1
Defective Lights	9	4	0	13	0.0
Defective Exhaust System	2	0	0	2	0.0
Load Shifted/Spilled	186	9	0	195	0.3
Vehicle Overloaded/Improperly Loaded	95	5	0	100	0.1
Defective Steering	32	8	0	40	0.1
Defective Suspension/Wheel Failure	83	13	1	97	0.1
Defective Tires/Tire Blowout	202	31	2	235	0.3
Defective Engine/Power Train/Wiring	36	9	0	45	0.1
Jackknife/Trailer Swing	107	7	2	116	0.2
View from Vehicle Obstructed	105	15	0	120	0.2
Other Vehicle Condition/Defective	180	30	1	211	0.3
Lights Not On	5	12	2	19	0.0
Total	**1,118**	**167**	**8**	**1,293**	**1.8**

Count of Environmental Condition Factors by Severity of Collision

Table 3.6

Environmental Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Animal Action (Wild)	12,758	296	6	13,060	18.1
Animal Action (Domestic)	348	49	1	398	0.6
Road Condition (Surface or Structure)	8,462	898	24	9,384	13.0
Loose Gravel	258	140	3	401	0.6
Snow Drift	357	76	1	434	0.6
Obstruction/Debris on Road	552	34	2	588	0.8
View Obstructed/Limited	312	106	6	424	0.6
Sun Glare	164	44	1	209	0.3
Construction Zone	93	17	1	111	0.2
Soft or Defective Shoulders	68	38	1	107	0.1
Lane Marking Inadequate	8	6	1	15	0.0
Traffic Control Device Not Working	14	5	0	19	0.0
Weather Conditions	1,047	300	16	1,363	1.9
Uninvolved Vehicle	624	215	1	840	1.2
Uninvolved Pedestrian	57	37	0	94	0.1
Other Environmental Condition	293	94	2	389	0.5
Total	**25,415**	**2,355**	**66**	**27,836**	**38.5**

Major Contributing Factors – SECTION 3

Count of Human Condition Factors by Road System

Table 3.7

Human Condition	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Driver Inattention	15,406	1,066	507	212	17,191	26.0
Driver Distraction	1,161	191	86	21	1,459	2.2
Had Been Drinking	506	130	90	56	782	1.2
Driving While Impaired	673	174	70	68	985	1.5
Extreme Fatigue	29	43	10	5	87	0.1
Fell Asleep	45	142	22	4	213	0.3
Driver Inexperience/Confusion	1,593	281	275	44	2,193	3.3
Lost Consciousness/Sudden Illness	49	27	10	2	88	0.1
Physical/Medical Disability	58	17	7	1	83	0.1
Drugs (Prescription or Illegal)	39	12	8	2	61	0.1
Defective Eyesight/Hearing	29	5	1	0	35	0.1
Other Human Conditions	310	98	45	17	470	0.7
Total	**19,898**	**2,186**	**1,131**	**432**	**23,647**	**35.8**

Count of Human Action Factors by Road System

Table 3.8

Human Action	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Fail to Yield	3,187	205	69	17	3,478	5.3
Traffic Control Device Disregarded	1,082	68	18	2	1,170	1.8
Following Too Closely	2,415	89	16	6	2,526	3.8
Driving Too Fast for Conditions	1,823	451	281	78	2,633	4.0
Exceeding Speed Limit	225	84	52	21	382	0.6
Turning Improperly	921	55	14	9	999	1.5
Passing or Improper Lane Usage	1,453	154	15	6	1,628	2.5
Backing Unsafely	2,162	40	37	50	2,289	3.5
Fail to Signal	26	4	3	2	35	0.1
Driving Wrong Way in One Way Traffic	16	6	0	1	23	0.0
Taking Evasive Action	972	956	579	119	2,626	4.0
Careless Driving/Stunting	467	105	64	24	660	1.0
Pedestrian Action Contributed	149	5	3	8	165	0.2
Other Human Action	614	139	74	41	868	1.3
Total	**15,512**	**2,361**	**1,225**	**384**	**19,482**	**29**

Count of Vehicle Condition Factors by Road System

Table 3.9

Vehicle Condition	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Defective Brakes	73	10	9	8	100	0.2
Defective Lights	7	5	1	0	13	0.0
Defective Exhaust System	1	1	0	0	2	0.0
Load Shifted/Spilled	67	83	34	11	195	0.3
Vehicle Overloaded/Improperly Loaded	33	50	13	4	100	0.2
Defective Steering	19	12	8	1	40	0.1
Defective Suspension/Wheel Failure	24	46	21	6	97	0.1
Defective Tires/Tire Blowout	60	112	52	11	235	0.4
Defective Engine/Powertrain/Wiring	17	19	6	3	45	0.1
Jackknife/Trailer Swing	28	60	23	5	116	0.2
View from Vehicle Obstructed	102	13	4	1	120	0.2
Other Vehicle Condition/Defective	99	77	23	12	211	0.3
Lights Not On	4	12	2	1	19	0.0
Total	**534**	**500**	**196**	**63**	**1,293**	**2.0**

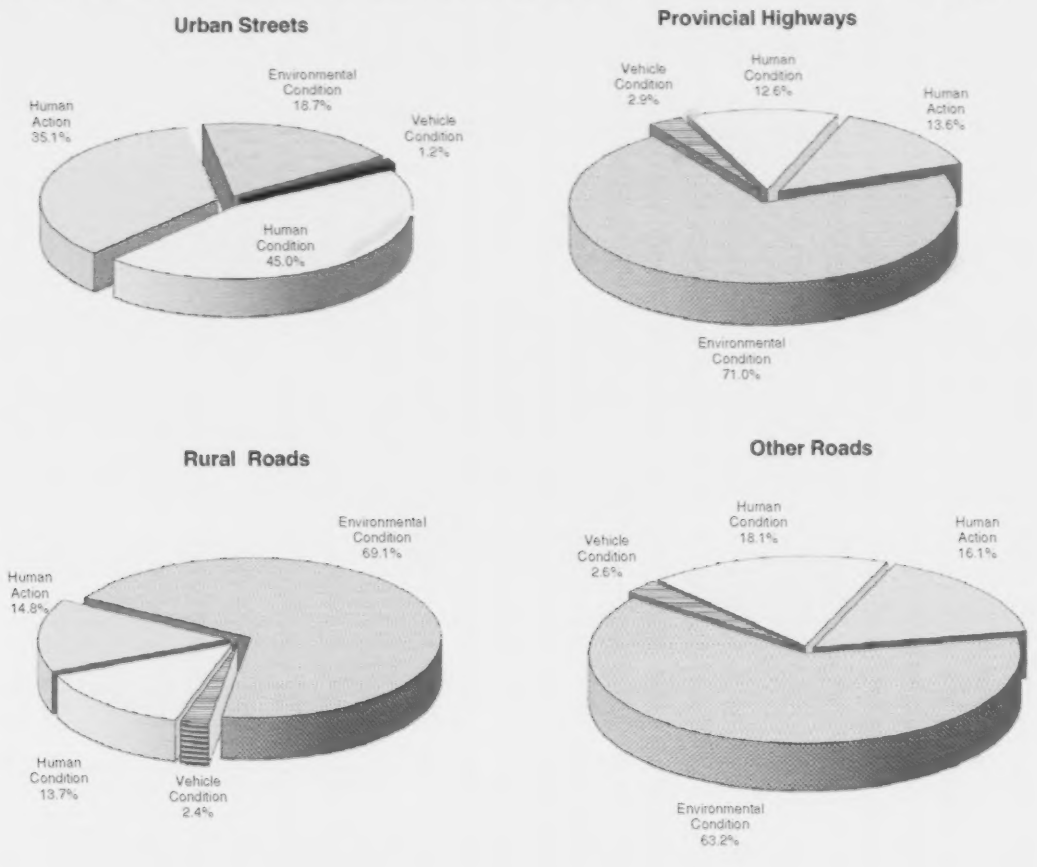
Count of Environmental Condition Factors by Road System

Table 3.10

Environmental Condition	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Animal Action (Wild)	173	8,607	3,490	790	13,060	19.8
Animal Action (Domestic)	68	137	131	62	398	0.6
Road Condition (Surface or Structure)	6,236	1,622	1,150	376	9,384	14.2
Loose Gravel	51	81	220	49	401	0.6
Snow Drift	117	154	139	24	434	0.7
Obstruction/Debris on Road	133	313	100	42	588	0.9
View Obstructed/Limited	199	136	60	29	424	0.6
Sun Glare	143	43	21	2	209	0.3
Construction Zone	55	38	13	5	111	0.2
Soft or Defective Shoulders	6	35	60	6	107	0.2
Lane Marking Inadequate	9	3	3	0	15	0.0
Traffic Control Device Not Working	3	2	10	4	19	0.0
Weather Conditions	419	721	168	55	1,363	2.1
Uninvolved Vehicle	447	294	56	43	840	1.3
Uninvolved Pedestrian	90	3	0	1	94	0.1
Other Environmental Condition	122	159	85	23	389	0.6
Total	**8,271**	**12,348**	**5,706**	**1,511**	**27,836**	**42.1**

Major Contributing Factors in Collisions by Road System

Figure 3.2



Environmental Factors

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Environmental Factors

The driving environment consists of road, light and weather conditions, as well as events leading up to and during a collision. It is important to understand all of these factors to properly design effective countermeasures for reducing collisions.

This section provides a breakdown of collisions for each of the different driving environments by severity and road system.

Tables 4.1 to 4.3 and Table 4.8 show that most collisions occur under near ideal conditions, such as a dry surface (43%), clear weather (31.8%), daylight (45.5%) and on a straight/level stretch of road (54.1%). These numbers are higher than actually reported due to the fact that in many cases a condition is reported only if it was a factor in the collision. This is evident by the 58% of collisions where a weather condition is "not stated."

Tables 4.6 and 4.7 provide a breakdown of the types of collisions by single and multiple vehicle configurations. Single vehicle collisions account for 88% of the collisions on rural roads, 86% on provincial highways and 14% on urban streets.

Table 4.9 and 4.10 describe some of the events that occur in collisions, such as hitting a fixed or movable object, overturning or jackknifing.

Figure 4.1
Collisions by Road Surface Condition

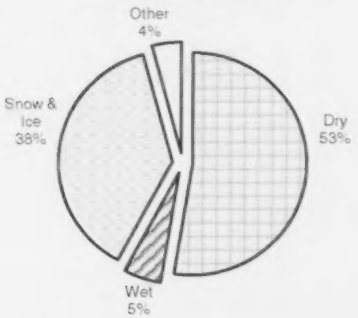


Figure 4.2
Collisions by Light Condition

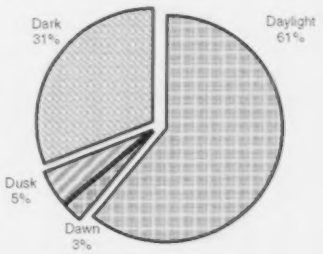
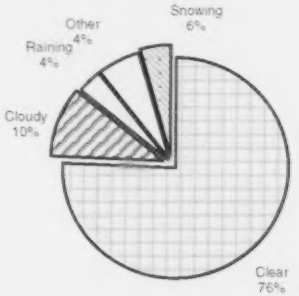


Figure 4.3
Collisions by Weather Condition



Collisions by Road Surface Condition and Severity

Table 4.1

Surface Condition	Property Damage	Personal Injury	Fatal	Total	%
Dry	20,505	2,760	74	23,339	43.0
Wet	1,989	357	7	2,353	4.3
Loose Snow	561	129	4	694	1.3
Packed Snow/Ice	14,945	1,176	24	16,145	29.8
Loose Gravel or Sand	1,170	336	19	1,525	2.8
Muddy	147	32	0	179	0.3
Slush	127	36	1	164	0.3
Fresh Oil	2	2	0	4	0.0
Not Stated	9,616	209	0	9,825	18.1
Total	**49,062**	**5,037**	**129**	**54,228**	**100**

Collisions by Light Condition and Severity

Table 4.2

Natural/Artificial Light* Condition	Property Damage	Personal Injury	Fatal	Total	%
Daylight	21,476	3,153	63	24,692	45.5
Dawn	1,054	129	6	1,189	2.2
Dusk	1,843	232	5	2,080	3.8
Dark/No Lighting*	6,060	599	36	6,695	12.3
Dark/Lighting On*	5,202	694	17	5,913	10.9
Not Stated	13,427	230	2	13,659	25.2
Total	**49,062**	**5,037**	**129**	**54,228**	**100**

* Artificial lighting refers to street lighting.

Collisions by Weather Condition and Severity

Table 4.3

Weather Condition	Property Damage	Personal Injury	Fatal	Total	%
Clear	13,750	3,378	92	17,220	31.8
Cloudy	1,714	602	17	2,333	4.3
Raining	620	164	4	788	1.5
Snowing	1,117	271	5	1,393	2.6
Sleet/Hail/Freezing Rain	129	42	1	172	0.3
Fog/Smoke/Smog	253	53	2	308	0.6
Drifting Snow/Dust	321	83	5	409	0.8
Strong Winds	95	26	2	123	0.2
Not Stated	31,063	418	1	31,482	58.1
Total	**49,062**	**5,037**	**129**	**54,228**	**100**

Intersection-Related Collisions by Severity

Table 4.4

Type of Intersection	Property Damage Only	Personal Injury	Fatal	Total
Street/Street	13,609	2,205	8	15,822
Street/Highway	59	33	0	92
Street/Grid-Municipal Road	43	7	0	50
Street/Private Approach, Driveway	2,457	160	1	2,618
Street/Lane Alley	515	41	0	556
Lane Alley/Lane Alley	87	4	0	91
Lane Alley/Private Approach, Driveway	109	6	0	115
Lane Alley/Highway	3	1	0	4
Highway/Highway	1,629	103	16	1,748
Highway/Grid-Municipal Road	183	92	4	279
Highway/Private Approach, Driveway	30	16	0	46
Highway/Other Road	5	0	0	5
Grid-Municipal Road/Grid-Municipal Road	909	71	4	984
Grid-Municipal Road/Private Approach, Driveway	51	13	1	65
Grid-Municipal Road/Other Road	140	16	0	156
Other Road/Private Approach, Driveway	52	10	1	63
Total Intersection Related	**19,881**	**2,778**	**35**	**22,694**

Non-Intersection-Related Collisions by Severity

Table 4.5

Collision Site	Property Damage Only	Personal Injury	Fatal	Total
Non-intersection (Urban)	11,234	614	6	11,854
Non-intersection (Highway)	9,695	916	57	10,668
Non-intersection (Rural)	4,466	442	21	4,929
Non-intersection (Other Road)	1,325	132	3	1,460
Railroad level crossing (Urban)	77	15	0	92
Railroad level crossing (Highway)	21	9	1	31
Railroad level crossing (Rural)	12	5	3	20
Railroad level crossing (Other Road)	2	0	0	2
Bridge or Overpass (Urban)	243	27	0	270
Bridge or Overpass (Highway)	58	10	1	69
Bridge or Overpass (Rural)	6	1	0	7
Bridge or Overpass (Other Road)	3	1	0	4
Tunnel or Underpass (Urban)	43	10	0	53
Tunnel or Underpass (Highway)	5	2	0	7
Tunnel or Underpass (Rural)	0	0	0	0
Tunnel or Underpass (Other Road)	0	0	0	0
Passing Lane/Climbing Lane (Urban)	10	0	0	10
Passing Lane/Climbing Lane (Highway)	7	0	0	7
Passing Lane/Climbing Lane (Rural)	1	0	0	1
Passing Lane/Climbing Lane (Other Road)	1	0	0	1
Ramp (Urban)	101	19	0	120
Ramp (Highway)	11	2	1	14
Ramp (Rural Road)	0	0	0	0
Ramp (Other Road)	0	0	0	0
Off Roadway (Urban)	15	5	0	20
Off Roadway (Highway)	10	2	0	12
Off Roadway (Rural)	18	4	0	22
Off Roadway (Other Road)	13	1	0	14
Other/Not Stated (Urban)	1,378	18	0	1,396
Other/Not Stated (Highway)	202	6	0	208
Other/Not Stated (Rural)	116	10	1	127
Other/Not Stated (Other Road)	98	7	0	105
Total Non-Intersection Related	**29,171**	**2,258**	**94**	**31,523**
Totals	**49,052**	**5,036**	**129**	**54,217**

Collisions by Configuration and Severity

Table 4.6

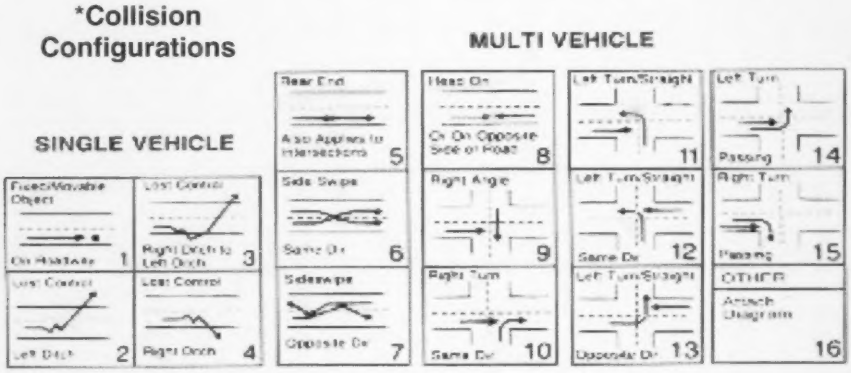
Collision Configuration *	Property Damage	Personal Injury	Fatal	Total	% of Total
1 Object on Roadway	15,581	617	13	16,211	29.9
2 Lost Control Left Ditch	1,437	407	20	1,864	3.4
3 Lost Control Right to Left	413	205	13	631	1.2
4 Lost Control Right Ditch	3,205	740	22	3,967	7.3
Single Vehicle Total	**20,636**	**1,969**	**68**	**22,673**	**41.8**
5 Rear End	7,925	1,303	5	9,233	17.0
6 Side Swipe Same Direction	3,077	119	1	3,197	5.9
7 Side Swipe Opposite Direction	423	70	4	497	0.9
8 Head On	244	78	22	344	0.6
9 Right Angle	2,900	695	15	3,610	6.7
10 Right Turn Same Direction	381	29	0	410	0.8
11 Left Turn/Straight	674	117	1	792	1.5
12 Left Turn/Straight - Same Direction	350	58	0	408	0.8
13 Left Turn/Straight - Opposite Direction	1,273	330	3	1,606	3.0
14 Left Turn Passing	135	30	2	167	0.3
15 Right Turn Passing	173	8	0	181	0.3
Multiple Vehicle Total	**17,555**	**2,837**	**53**	**20,445**	**37.7**
16 Other Single or Multiple Vehicle	10,871	231	8	11,110	20.5
Total	**49,062**	**5,037**	**129**	**54,228**	**100**

Collisions by Configuration and Road System

Table 4.7

Collision Configuration *	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total
1 Object on Roadway	2,613	8,971	3,681	946	16,211	29.9
2 Lost Control Left Ditch	548	724	474	118	1,864	3.4
3 Lost Control Right to Left	175	249	182	25	631	1.2
4 Lost Control Right Ditch	1,249	1,288	1,113	317	3,967	7.3
Single Vehicle Total	**4,585**	**11,232**	**5,450**	**1,406**	**22,673**	**41.8**
5 Rear End	8,673	425	93	42	9,233	17.0
6 Side Swipe Same Direction	2,971	192	25	9	3,197	5.9
7 Side Swipe Opposite Direction	365	87	27	18	497	0.9
8 Head On	245	59	27	13	344	0.6
9 Right Angle	3,309	212	68	21	3,610	6.7
10 Right Turn Same Direction	400	9	1	0	410	0.8
11 Left Turn/Straight	740	39	7	6	792	1.5
12 Left Turn/Straight - Same Direction	381	19	4	4	408	0.8
13 Left Turn/Straight - Opposite Direction	1,568	33	4	1	1,606	3.0
14 Left Turn Passing	126	33	5	3	167	0.3
15 Right Turn Passing	173	6	1	1	181	0.3
Multiple Vehicle Total	**18,951**	**1,114**	**262**	**118**	**20,445**	**37.7**
16 Other - Single or Multiple Vehicle	9,597	760	466	287	11,110	20.5
Total	**33,133**	**13,106**	**6,178**	**1,811**	**54,228**	**100**

*Collision Configurations



Vehicles in Collisions by Roadway Alignment and Severity

Table 4.8

Road Alignment	Property Damage	Personal Injury	Fatal	Total	%
Straight/Level or Near Level	39,319	6,539	145	46,003	54.3
Straight/Steep Incline or Decline	329	102	2	433	0.5
Straight/Top of Hill (Crest)	176	93	4	273	0.3
Straight/Bottom of Hill (Sag)	137	60	4	201	0.2
Curved/Level or Near Level	1,337	416	11	1,764	2.1
Curved/Steep Incline or Decline	126	42	0	168	0.2
Curved/Top of Hill (Crest)	54	35	4	93	0.1
Curved/Bottom of Hill (Sag)	47	20	2	69	0.1
Dead End/Level or Near Level	55	25	1	81	0.1
Dead End/Steep Incline or Decline	4	1	0	5	0.0
Dead End/Top of Hill (Crest)	2	2	0	4	0.0
Dead End/Bottom of Hill (Sag)	3	2	0	5	0.0
Not Stated	34,475	1,114	19	35,608	42.0
Total	**76,064**	**8,451**	**192**	**84,707**	**100**

Collision Events by Severity of Collision

Table 4.9

Hit Fixed Object	Property Damage	Personal Injury	Fatal	Total	%
Approach	118	81	3	202	0.3
Traffic Barricade	65	13	0	78	0.1
Building/Wall	186	20	1	207	0.3
Bridge Structure	120	19	0	139	0.2
Crash Cushions/Impact Attenuator	29	4	0	33	0.0
Culvert	54	19	2	75	0.1
Curbing	1,087	100	2	1,189	1.6
Delineator Post	55	1	0	56	0.1
Ditch Bottom/Back Slope	1,488	419	15	1,922	2.6
Debris on Road	414	22	0	436	0.6
Fence	522	59	2	583	0.8
Fire Hydrant, Parking Meter, Utility Box	154	11	0	165	0.2
Gravel Pile	24	10	0	34	0.0
Guard Rail	253	38	1	292	0.4
Lamp Support (Traffic Signal, Street Light)	475	81	2	558	0.8
Raised Median/Barrier	343	36	0	379	0.5
Power/Telephone Pole	379	21	1	401	0.6
Rock Face/Rocks on Road	234	6	0	240	0.3
Sign Post	588	38	1	627	0.9
Snow Bank/Drift	1,114	76	1	1,191	1.6
Tree/Bush	705	123	4	832	1.1
Other Fixed Object	1,398	43	1	1,442	2.0
Subtotal Fixed Objects	**9,805**	**1,240**	**36**	**11,081**	**15.3**
Hit Movable Object					
Another Road Vehicle	26,097	3,004	56	29,157	40.2
Animal	12,953	270	7	13,230	18.2
Pedestrian	50	323	9	382	0.5
Railroad Train	19	10	4	33	0.0
Other Movable Object	845	20	0	865	1.2
Subtotal Movable Objects	**39,954**	**3,627**	**76**	**43,667**	**60.2**
Non-Collision Event					
Ran Off Road	6,707	1,392	110	8,209	11.3
Overturned	1,415	1,033	45	2,493	3.4
Fire/Explosion	65	12	6	83	0.1
Submersion	66	12	2	80	0.1
Skidding/Sliding/Spinning	4,577	1,376	46	5,999	8.3
Load Spill	108	14	3	125	0.2
Jackknife/Trailer Swing	152	13	0	165	0.2
Other Non-Collision Events	651	37	1	689	0.9
Subtotal Non-Collision Events	**13,741**	**3,889**	**213**	**17,843**	**24.6**
Grand Total	**63,510**	**8,756**	**325**	**72,591**	**100**

Collision Events by Road System

Table 4.10

Hit Fixed Object	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Approach	37	88	62	15	202	0.3
Traffic Barricade	66	9	2	1	78	0.1
Building/Wall	200	3	0	4	207	0.3
Bridge Structure	101	30	5	3	139	0.2
Crash Cushions/Impact Attenuator	18	9	5	1	33	0.0
Culvert	17	31	20	7	75	0.1
Curbing	1,177	9	1	2	1,189	1.6
Delineator Post	42	7	7	0	56	0.1
Ditch Bottom/Back Slope	190	833	710	189	1,922	2.6
Debris on Road	127	216	60	33	436	0.6
Fence	317	88	143	35	583	0.8
Fire Hydrant, Parking Meter, Utility Box	158	1	2	4	165	0.2
Gravel Pile	8	5	17	4	34	0.0
Guard Rail	226	58	4	4	292	0.4
Lamp Support (Traffic Signal, Street Light)	523	30	2	3	558	0.8
Raised Median/Barrier	362	14	3	0	379	0.5
Power/Telephone Pole	352	21	23	5	401	0.6
Rock Face/Rocks on Road	44	64	94	38	240	0.3
Sign Post	428	132	51	16	627	0.9
Snow Bank/Drift	757	164	206	64	1,191	1.6
Tree/Bush	427	106	178	121	832	1.1
Other Fixed Objects	1,049	157	157	79	1,442	2.0
Subtotal - Fixed Objects	**6,626**	**2,075**	**1,752**	**628**	**11,081**	**15.3**
Hit Movable Object						
Another Road Vehicle	27,100	1,390	389	278	29,157	40.2
Animal	220	8,649	3,544	817	13,230	18.2
Pedestrian	355	8	4	15	382	0.5
Railroad Train	13	9	11	0	33	0.0
Other Movable Objects	392	318	117	38	865	1.2
Subtotal - Movable Objects	**28,080**	**10,374**	**4,065**	**1,148**	**43,667**	**60.2**
Non-Collision Event						
Ran Off Road	2,912	2,743	2,006	548	8,209	11.3
Overturned	230	1,186	908	169	2,493	3.4
Fire/Explosion	11	38	25	9	83	0.1
Submersion	7	31	35	7	80	0.1
Skidding/Sliding/Spinning	3,209	1,607	908	275	5,999	8.3
Load Spill	41	53	27	4	125	0.2
Jackknife/Trailer Swing	29	96	30	10	165	0.2
Other Non-Collision Events	282	277	103	27	689	0.9
Subtotal - Non-Collision Events	**6,721**	**6,031**	**4,042**	**1,049**	**17,843**	**24.6**
Grand Total	**41,427**	**18,480**	**9,859**	**2,825**	**72,591**	**100**

Vehicles in Collisions by Road Characteristics and Severity

Table 4.11

Road Characteristics	Property Damage	Personal Injury	Fatal	Total	%
Undivided One Way	2,158	412	6	2,576	3.0
Undivided Two Way	27,600	4,090	138	31,828	37.6
Divided Raised Median	5,169	1,809	7	6,985	8.2
Divided Depressed/Painted Median	6,528	1,243	39	7,810	9.2
Other	891	215	1	1,107	1.3
Not Stated	33,718	682	1	34,401	40.6
Total	**76,064**	**8,451**	**192**	**84,707**	**100**

TAIS records up to three events in order of sequence for each vehicle involved in a collision.
Tables 4.9 and 4.10 summarize the 72,591 events that were recorded in 54,228 collisions. It should also be noted that these figures represent the total number of occurrences of that event.

Environmental Factors – SECTION 4

Driver Factors

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Driver Factors

Driver factors captured for collisions include the driver's age and gender, traffic charges laid, human action contributing to the collision and the driver's licence class. The information gathered for drivers shows several indicators that help predict an individual's likelihood of causing a collision. These indicators are used to identify the characteristics of those drivers who are more likely to cause collisions, and to address the behaviours that increase their risk of collision.

Driver Improvement Program

SGI's Driver Improvement Program monitors the driving records of all Saskatchewan drivers and intervenes when an individual's record warrants it. The purpose of the program is to encourage drivers that are incurring convictions, or are involved in at-fault collisions, to develop and maintain safe driving habits. SGI uses a demerit system for tracking driver performance.

SGI sends warning letters advising drivers of their deteriorating driving records. Drivers who, in spite of a warning, incur additional convictions or at-fault collisions are required to attend a Traffic Safety Workshop or an interview with an SGI driver examiner. Further convictions or at-fault collisions may result in the driver being required to a take a road test, a defensive driving course or Driver Improvement Training. Subsequent convictions or at-fault collisions may result in licence restrictions or suspensions.

Graduated Driver's Licensing Program

SGI's Graduated Driver's Licensing Program was implemented in September 2005. It was designed to improve road safety by exposing new drivers to incremental levels of risk as they gain more experience in the driving environment.

There are three stages in the program: a nine-month Learner stage, a six-month Novice 1 stage and a 12-month Novice 2 stage. Program restrictions relax as drivers advance through these stages. Drivers in the Novice 2 stage must remain free of at-fault collisions, traffic convictions and suspensions in order to graduate to a full licence.

Saskatchewan has a zero alcohol tolerance level for new drivers.

An evaluation on the initial effects of the program was undertaken during the first cycle of the program. Results indicate that GDL drivers of all ages had an 18% reduction in at-fault crash risk. Program restrictions also appear to have a positive effect in reducing at-fault collisions, specifically among young drivers. Particularly, nighttime crash risk was reduced by 52% after the implementation of the program.

Licensed Drivers and Drivers in Collisions by Driver Age

Table 5.1

	Licensed Drivers			Drivers In 2009 Collisions								Rates	
Age	Male	Female	Total	Male	Female	Not Stated	Total	Property Damage	Personal Injury	Fatal	Total	Collision *Rates	Relative **Risk
<16	3,962	3,799	7,761	68	74	8	150	106	43	1	150	19.33	0.18
16	5,092	4,859	9,951	1,185	871	0	2,056	1,776	277	3	2,056	206.61	1.95
17	5,722	5,352	11,074	1,326	923	5	2,254	2,012	237	5	2,254	203.54	1.92
18	6,071	5,768	11,839	1,382	904	7	2,293	2,006	281	6	2,293	193.68	1.83
19	6,301	5,880	12,181	1,418	919	2	2,339	2,028	301	10	2,339	192.02	1.81
20	6,561	6,132	12,693	1,300	833	7	2,140	1,858	274	8	2,140	168.60	1.59
21	6,358	6,223	12,581	1,247	792	1	2,040	1,789	243	8	2,040	162.15	1.53
22	6,241	5,931	12,172	1,118	735	2	1,855	1,627	225	3	1,855	152.40	1.44
23	6,395	6,188	12,583	1,086	719	2	1,807	1,604	200	3	1,807	143.61	1.35
24	6,453	6,105	12,558	977	685	3	1,665	1,454	205	6	1,665	132.58	1.25
25	6,592	6,187	12,779	1,019	622	3	1,644	1,421	216	7	1,644	128.65	1.21
26	6,350	6,030	12,380	965	615	2	1,582	1,412	168	2	1,582	127.79	1.20
27	6,265	6,260	12,525	953	594	2	1,549	1,369	175	5	1,549	123.67	1.17
28	6,129	5,996	12,125	886	559	4	1,449	1,259	189	1	1,449	119.51	1.13
29	6,285	5,714	11,999	822	488	1	1,311	1,120	188	3	1,311	109.26	1.03
30	5,907	5,649	11,556	771	484	3	1,258	1,102	153	3	1,258	108.86	1.03
31	5,928	5,644	11,572	739	438	3	1,180	1,032	147	1	1,180	101.97	0.96
32	5,797	5,444	11,241	764	474	2	1,240	1,088	152	0	1,240	110.31	1.04
33	5,628	5,585	11,213	708	416	2	1,126	992	131	3	1,126	100.42	0.95
34	5,642	5,428	11,070	697	453	3	1,153	1,026	123	4	1,153	104.16	0.98
35	5,590	5,383	10,973	674	433	4	1,111	973	135	3	1,111	101.25	0.95
36	5,465	5,246	10,711	647	437	2	1,086	961	125	0	1,086	101.39	0.96
37	5,457	5,410	10,867	621	440	7	1,068	938	129	1	1,068	98.28	0.93
38	5,401	5,201	10,602	685	407	1	1,093	947	143	3	1,093	103.09	0.97
39	5,585	5,327	10,912	608	486	5	1,099	952	147	0	1,099	100.71	0.95
40	5,353	5,375	10,728	687	426	3	1,116	994	119	3	1,116	104.03	0.98
41	5,569	5,364	10,933	663	416	6	1,085	956	127	2	1,085	99.24	0.94
42	5,495	5,397	10,892	661	363	1	1,025	910	110	5	1,025	94.11	0.89
43	5,667	5,472	11,139	675	431	2	1,108	975	125	8	1,108	99.47	0.94
44	5,916	5,816	11,732	724	483	3	1,210	1,071	136	3	1,210	103.14	0.97
45	6,579	6,389	12,968	771	484	2	1,257	1,088	161	8	1,257	96.93	0.91
46	6,871	7,004	13,875	727	470	2	1,199	1,080	115	4	1,199	86.41	0.81
47	7,331	7,146	14,477	757	443	2	1,202	1,079	119	4	1,202	83.03	0.78
48	7,140	7,151	14,291	784	484	2	1,270	1,129	138	3	1,270	88.87	0.84
49	7,325	6,952	14,277	766	435	1	1,202	1,078	124	0	1,202	84.19	0.79
50	7,395	7,158	14,553	741	387	2	1,130	1,010	118	2	1,130	77.65	0.73
51	7,374	7,194	14,568	741	429	2	1,172	1,018	151	3	1,172	80.45	0.76
52	7,253	6,878	14,131	683	404	2	1,089	975	108	6	1,089	77.06	0.73
53	7,260	7,051	14,311	697	384	0	1,081	971	110	0	1,081	75.54	0.71
54	7,045	6,759	13,804	704	406	0	1,110	990	113	7	1,110	80.41	0.76
55	7,216	6,819	14,035	611	379	1	991	882	105	4	991	70.61	0.67
56	6,894	6,574	13,468	576	317	2	895	803	92	0	895	66.45	0.63
57	6,476	5,996	12,472	565	310	1	876	774	100	2	876	70.24	0.66
58	6,091	5,642	11,733	477	293	0	770	691	79	0	770	65.63	0.62
59	5,739	5,425	11,164	481	269	0	750	672	77	1	750	67.18	0.63
60	5,641	5,223	10,864	493	262	1	756	673	78	5	756	69.59	0.66
61	5,385	5,195	10,580	449	222	0	671	601	67	3	671	63.42	0.60
62	5,212	4,891	10,103	445	211	0	656	591	63	2	656	64.93	0.61

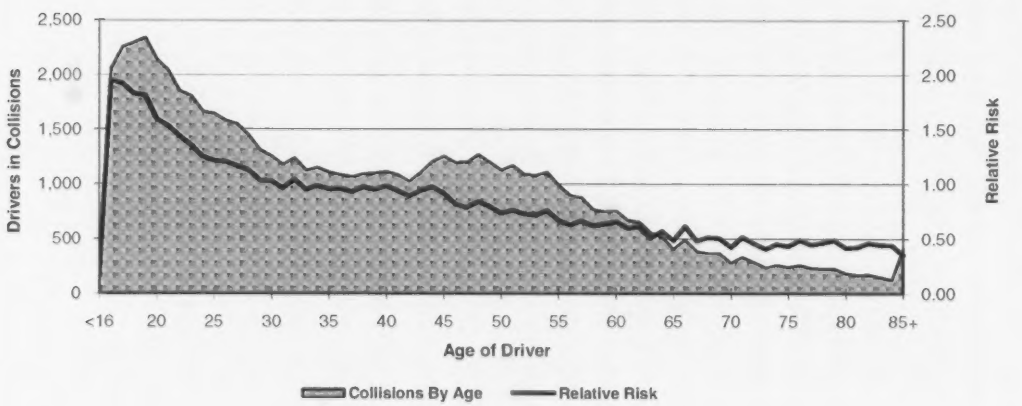
	Licensed Drivers			Drivers In 2009 Collisions								Rates	
Age	Male	Female	Total	Male	Female	Not Stated	Total	Property Damage	Personal Injury	Fatal	Total	Collision *Rates	Relative **Risk
63	5,291	5,029	10,320	372	184	1	557	494	62	1	557	53.97	0.51
64	4,443	4,147	8,590	352	167	0	519	475	43	1	519	60.42	0.57
65	4,125	3,784	7,909	281	123	2	406	364	41	1	406	51.33	0.48
66	3,907	3,691	7,598	332	162	0	494	438	54	2	494	65.02	0.61
67	3,869	3,723	7,592	245	141	0	386	341	45	0	386	50.84	0.48
68	3,470	3,324	6,794	243	126	0	369	328	39	2	369	54.31	0.51
69	3,495	3,359	6,854	243	123	0	366	324	42	0	366	53.40	0.50
70	3,213	3,022	6,235	197	82	0	279	247	31	1	279	44.75	0.42
71	3,159	2,918	6,077	218	114	0	332	289	40	3	332	54.63	0.52
72	2,916	2,982	5,898	189	97	0	286	259	26	1	286	48.49	0.46
73	2,727	2,741	5,468	143	92	0	235	205	30	0	235	42.98	0.41
74	2,814	2,603	5,417	170	89	0	259	232	25	2	259	47.81	0.45
75	2,698	2,557	5,255	164	76	0	240	204	36	0	240	45.67	0.43
76	2,536	2,472	5,008	176	82	0	258	227	29	2	258	51.52	0.49
77	2,477	2,421	4,898	154	77	0	231	200	31	0	231	47.16	0.44
78	2,357	2,241	4,598	153	73	0	226	203	22	1	226	49.15	0.46
79	2,257	2,118	4,375	154	71	0	225	208	17	0	225	51.43	0.48
80	2,110	2,059	4,169	127	56	0	183	161	20	2	183	43.90	0.41
81	1,946	1,800	3,746	101	67	0	168	142	24	2	168	44.85	0.42
82	1,796	1,726	3,522	121	51	0	172	153	18	1	172	48.84	0.46
83	1,654	1,508	3,162	94	54	1	149	134	15	0	149	47.12	0.44
84	1,375	1,299	2,674	81	44	0	125	104	21	0	125	46.75	0.44
85+	5,988	5,095	11,083	287	122	1	410	373	34	3	410	36.99	0.35
NS	0	0	0	332	141	7,448	7,921	7,653	267	1	7,921		
Total	366,027	350,231	716,258	42,473	25,923	7,569	75,965	67,621	8,154	190	75,965	106.06	

*The collision rate is the number of drivers in collisions divided by the number of licensed drivers in that age group multiplied by 1,000. e.g. the 16 year age group - (2,150/11,282) x 1,000 = 190.57

**The relative risk of being involved in a collision is calculated by dividing the total collision rate for each age group by the average rate for all drivers. e.g. for the 16 year age group - 190.57/101.27 = 1.88

Drivers in Collisions and Relative Risk by Driver Age

Figure 5.1



Licensed Drivers by Age, Gender and Year

Table 5.2

	2007			2008			2009		
Age	Male	Female	Total	Male	Female	Total	Male	Female	Total
<16	3,955	3,867	7,822	4,012	3,827	7,839	3,962	3,799	7,761
16	5,800	5,482	11,282	4,693	4,450	9,143	5,092	4,859	9,951
17	6,325	5,934	12,259	5,846	5,600	11,446	5,722	5,352	11,074
18	6,550	6,251	12,801	6,128	5,651	11,779	6,071	5,768	11,839
19	6,289	6,079	12,368	6,538	6,118	12,656	6,301	5,880	12,181
20	6,186	6,043	12,229	6,501	6,262	12,763	6,561	6,132	12,693
21	6,275	6,058	12,333	6,283	6,062	12,345	6,358	6,223	12,581
22	6,493	6,149	12,642	6,403	6,146	12,549	6,241	5,931	12,172
23	6,191	5,968	12,159	6,319	6,020	12,339	6,395	6,188	12,583
24	6,075	6,033	12,108	6,530	6,232	12,762	6,453	6,105	12,558
25 - 34	54,635	53,733	108,368	58,478	56,674	115,152	60,523	57,937	118,460
35 - 44	56,164	56,451	112,615	55,212	54,209	109,421	55,498	53,991	109,489
45 - 54	70,875	68,933	139,808	72,046	70,085	142,131	71,573	69,682	141,255
55 - 64	51,422	48,303	99,725	56,821	53,214	110,035	58,388	54,941	113,329
65 - 74	31,657	30,246	61,903	33,668	31,942	65,610	33,695	32,147	65,842
75 >	25,398	23,021	48,419	27,803	25,550	53,353	27,194	25,296	52,490
Total	**350,290**	**338,551**	**688,841**	**363,281**	**348,042**	**711,323**	**366,027**	**350,231**	**716,258**

Driver Factors – SECTION 5

Drivers In Collisions by Age, Gender and Year

Table 5.3

	2007				2008				2009			
Age	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total
<16	82	68	0	150	96	90	7	193	68	74	8	150
16	1,232	917	1	2,150	1,255	863	4	2,122	1,185	871	0	2,056
17	1,428	922	0	2,350	1,355	987	3	2,345	1,326	923	5	2,254
18	1,451	955	0	2,406	1,484	937	3	2,424	1,382	904	7	2,293
19	1,390	781	2	2,173	1,384	918	4	2,306	1,418	919	2	2,339
20	1,266	745	1	2,012	1,273	772	6	2,051	1,300	833	7	2,140
21	1,171	714	0	1,885	1,180	705	4	1,889	1,247	792	1	2,040
22	1,132	733	2	1,867	1,176	666	2	1,844	1,118	735	2	1,855
23	1,037	621	1	1,659	1,104	678	7	1,789	1,086	719	2	1,807
24	975	618	1	1,594	968	672	4	1,644	977	685	3	1,665
25 - 34	7,297	4,482	14	11,793	7,920	4,786	31	12,737	8,324	5,143	25	13,492
35 - 44	6,457	4,324	9	10,790	6,411	4,202	22	10,635	6,643	4,322	34	10,999
45 - 54	7,039	4,057	6	11,102	7,075	4,200	27	11,302	7,370	4,326	15	11,711
55 - 64	4,308	2,115	2	6,425	4,518	2,281	14	6,813	4,821	2,614	6	7,441
65 - 74	2,073	976	2	3,051	2,009	1,003	3	3,015	2,261	1,149	2	3,412
75 >	1,565	751	2	2,318	1,553	744	3	2,300	1,615	773	2	2,390
NS *	215	74	5,566	5,855	251	87	6,763	7,101	332	141	7,448	7,921
Total	40,118	23,853	5,609	69,580	41,012	24,591	6,907	72,510	42,473	25,923	7,569	75,965

Drivers In Collisions by Age, Collision Severity and Year

Table 5.4

	2007				2008				2009			
Age	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total
<16	119	28	3	150	144	47	2	193	106	43	1	150
16	1,880	267	3	2,150	1,814	302	6	2,122	1,776	277	3	2,056
17	1,996	348	6	2,350	2,029	312	4	2,345	2,012	237	5	2,254
18	2,061	339	6	2,406	2,101	319	4	2,424	2,006	281	6	2,293
19	1,859	307	7	2,173	1,971	327	8	2,306	2,028	301	10	2,339
20	1,712	294	6	2,012	1,804	237	10	2,051	1,858	274	8	2,140
21	1,643	240	2	1,885	1,637	248	4	1,889	1,789	243	8	2,040
22	1,623	239	5	1,867	1,606	231	7	1,844	1,627	225	3	1,855
23	1,450	206	3	1,659	1,555	230	4	1,789	1,604	200	3	1,807
24	1,404	187	3	1,594	1,420	223	1	1,644	1,454	205	6	1,665
25 - 34	10,266	1,497	30	11,793	11,153	1,544	40	12,737	11,821	1,642	29	13,492
35 - 44	9,380	1,375	35	10,790	9,278	1,327	30	10,635	9,675	1,296	28	10,999
45 - 54	9,761	1,315	26	11,102	9,955	1,325	22	11,302	10,417	1,257	37	11,711
55 - 64	5,661	739	25	6,425	6,000	790	23	6,813	6,656	766	19	7,441
65 - 74	2,705	336	10	3,051	2,653	349	13	3,015	3,027	373	12	3,412
75 >	2,026	279	13	2,318	2,018	274	8	2,300	2,112	267	11	2,390
NS *	5,606	245	4	5,855	6,828	271	2	7,101	7,653	267	1	7,921
Total	61,152	8,241	187	69,580	63,966	8,356	188	72,510	67,621	8,154	190	75,965

* Driver age not stated.

Number of Charges Resulting from Collisions by Severity of Collision

Table 5.5

Charges Laid	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Unregistered Vehicle	119	67	0	186	2.5
Disobey Stop Sign	235	131	1	367	5.0
Fail to Signal	4	1	0	5	0.1
Speed Too Fast for Conditions	407	127	1	535	7.2
Driving Without Due Care	790	390	3	1,183	16.0
Following Too Close	317	105	0	422	5.7
Passing on Right	8	0	0	8	0.1
Improper Lane Change	122	26	0	148	2.0
Improper Turn	91	32	1	124	1.7
Fail to Yield Right of Way	827	364	2	1,193	16.1
Passing When Unsafe	13	4	0	17	0.2
Driving Left of Centre	22	5	0	27	0.4
Driving Wrong Way on a One Way Street	1	0	0	1	0.0
Fail to Yield to Pedestrian	3	40	1	44	0.6
Fail to Report	275	59	0	334	4.5
Disobey Traffic Signal	231	113	0	344	4.6
Improper Parking on Highway or Street	0	1	0	1	0.0
Passing School Bus When Forbidden	0	0	0	0	0.0
Inadequate Brakes	2	2	0	4	0.1
Lights, Tires, Windshield or Bumper Height *	4	3	0	7	0.1
Dangerous Driving	47	34	2	83	1.1
Driving While Disqualified	81	45	1	127	1.7
Criminal Negligence	3	2	0	5	0.1
Fail to Remain at Scene	110	29	1	140	1.9
Impaired Driving/Refuse Testing	401	221	8	630	8.5
Unsafe Backing	70	4	0	74	1.0
No Driver's Licence	288	143	2	433	5.8
Operator or Passenger Not Using Seatbelt	1	33	0	34	0.5
Speeding Past Highway Worker	0	0	0	0	0.0
Stunting	13	12	0	25	0.3
24-Hour Suspension	101	36	0	137	1.8
Other Offence	540	233	1	774	10.4
Total	**5,126**	**2,262**	**24**	**7,412**	**100**

* Defective or unauthorized

Number of Occurrences of Human Action by Age

Table 5.6

Human Action	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Fail to Yield Right of Way	9	150	119	126	141	115	345	597	399	464	354	477	154	3,450	17.8
Control Device Disregarded	7	46	43	56	52	38	122	186	134	154	106	149	63	1,156	6.0
Following Too Close	4	96	110	118	133	101	378	475	365	339	186	121	100	2,526	13.0
Too Fast for Road Conditions	20	174	168	131	138	125	389	521	339	268	144	95	120	2,632	13.6
Exceeding Speed Limit	3	39	38	31	21	22	56	67	35	23	5	5	37	382	2.0
Turning Improperly	5	51	37	41	42	30	113	175	113	134	93	102	61	997	5.1
Passing or Improper Lane Use	3	70	71	58	47	56	144	267	218	211	159	189	130	1,623	8.4
Backing Unsafe	4	66	63	44	50	41	174	371	327	386	309	295	159	2,289	11.8
Fail to Signal	0	3	0	0	3	0	4	6	5	8	2	1	2	34	0.2
Driving Wrong Way on a One Way	0	0	1	1	2	1	3	2	3	1	2	1	4	21	0.1
Taking Evasive Action	3	98	104	108	114	118	325	561	425	395	222	121	29	2,623	13.5
Careless Driving/Stunting	10	48	41	51	34	31	92	105	49	41	18	11	123	654	3.4
Pedestrian Action Contributed	61	6	3	3	4	10	9	20	12	8	14	11	47	208	1.1
Other Human Action	11	29	34	25	31	22	75	147	97	101	59	71	108	810	4.2
Total	**140**	**876**	**832**	**793**	**812**	**710**	**2,229**	**3,500**	**2,521**	**2,533**	**1,673**	**1,649**	**1,137**	**19,405**	
%	**0.7**	**4.5**	**4.3**	**4.1**	**4.2**	**3.7**	**11.5**	**18.0**	**13.0**	**13.1**	**8.6**	**8.5**	**5.9**		**100**

Number of Charges Resulting from Collisions by Age

Table 5.7

Charges Laid	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Unregistered Vehicle	3	7	5	3	6	8	38	49	35	21	4	7	0	186	2.5
Disobey Stop Sign	1	33	13	17	14	12	40	55	50	44	37	48	3	367	5.0
Fail to Signal	0	1	0	0	2	0	0	0	1	1	0	0	0	5	0.1
Speed Too Fast for Conditions	3	60	37	37	33	22	92	88	76	47	22	13	5	535	7.2
Driving Without Due Care	5	85	86	81	83	60	157	200	135	119	71	88	13	1,183	16.0
Following Too Close	0	21	22	27	27	21	77	84	52	49	24	15	3	422	5.7
Passing on Right	0	0	0	1	0	0	0	3	0	4	0	0	0	8	0.1
Improper Lane Change	0	7	5	6	3	6	10	29	24	19	16	22	1	148	2.0
Improper Turn	0	6	2	4	6	7	19	19	14	18	15	13	1	124	1.7
Fail to Yield Right of Way	6	52	44	53	63	47	138	216	136	171	104	144	19	1,193	16.1
Passing When Unsafe	0	0	2	2	1	1	1	5	1	2	2	0	0	17	0.2
Driving Left of Centre	0	2	0	0	0	3	3	5	6	1	5	2	0	27	0.4
Wrong Way on a One Way	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0.0
Fail to Yield to Pedestrian	0	0	2	1	1	3	6	7	6	3	7	8	0	44	0.6
Fail to Report	2	21	15	23	24	22	58	82	25	34	6	8	14	334	4.5
Disobey Traffic Signal	2	11	11	17	21	11	38	51	50	48	31	49	4	344	4.6
Improper Parking	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0.0
Pass School Bus When Forbidden	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Inadequate Brakes	1	0	0	0	0	1	0	0	1	1	0	0	0	4	0.1
Lights, Tires, Windshield, Bumper*	0	0	0	0	0	2	1	1	0	1	0	2	0	7	0.1
Dangerous Driving	1	4	3	7	9	4	22	19	6	5	2	1	0	83	1.1
Driving While Disqualified	0	1	1	2	3	7	22	47	21	17	5	0	1	127	1.7
Criminal Negligence	0	1	0	0	0	0	2	0	2	0	0	0	0	5	0.1
Fail to Remain at Scene	1	3	5	7	6	13	21	27	21	19	6	8	3	140	1.9
Impaired Driving/Refuse Testing	1	5	9	28	37	44	117	166	102	79	29	11	2	630	8.5
Unsafe Backing	0	7	3	2	2	0	8	13	7	11	7	13	1	74	1.0
No Driver's Licence	16	14	15	28	29	24	87	105	52	35	15	11	2	433	5.8
Not Using Seatbelt	0	5	3	3	3	1	4	6	3	1	4	1	0	34	0.5
Speeding Past Hwy Worker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Stunting	0	6	3	3	2	0	4	5	1	1	0	0	0	25	0.3
24-Hour Suspension	0	5	5	9	10	8	22	41	15	15	7	0	0	137	1.8
Other Offence	13	75	48	32	30	33	92	130	110	79	49	71	12	774	10.4
Total	**55**	**432**	**339**	**393**	**415**	**360**	**1,079**	**1,453**	**954**	**845**	**468**	**535**	**84**	**7,412**	**100**

* Defective or unauthorized

Number of Occurrences of Human Condition by Age

Table 5.8

Human Condition	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Inattentive	41	655	638	618	647	560	1,804	2,863	2,153	2,294	1,571	1,700	1,554	17,098	72.7
Distracted	6	87	82	71	67	69	194	274	196	180	105	81	41	1,453	6.2
Had Been Drinking	8	18	24	36	44	53	136	184	102	76	26	7	62	776	3.3
Impaired	4	16	16	40	59	65	170	258	143	123	37	11	39	981	4.2
Extreme Fatigue	0	3	3	6	8	4	10	20	14	9	4	5	1	87	0.4
Fell Asleep	1	7	7	15	13	14	33	40	31	20	13	13	4	211	0.9
Driver Inexperience/Confusion	67	363	255	154	120	106	219	291	198	180	95	113	28	2,189	9.3
Lost Consciousness/Illness	1	1	0	2	2	1	6	6	11	17	12	29	0	88	0.4
Physical/Medical Disability	0	0	1	3	0	1	5	7	9	11	11	34	1	83	0.4
Drugs (Prescription or Illegal)	2	5	3	1	2	4	6	11	8	6	5	4	4	61	0.3
Defective Eyesight/Hearing	0	0	0	0	0	0	0	0	0	0	5	30	0	35	0.1
Other Human Conditions	2	13	14	11	19	9	39	73	53	50	32	78	64	457	1.9
Total	**132**	**1,168**	**1,043**	**957**	**981**	**886**	**2,622**	**4,027**	**2,918**	**2,966**	**1,916**	**2,105**	**1,798**	**23,519**	
%	0.6	5.0	4.4	4.1	4.2	3.8	11.1	17.1	12.4	12.6	8.1	9.0	7.6		**100**

Number of Drivers Involved in Collisions by Licence Class and Age

Table 5.9

Age Group	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Not Stated	Total
Under 16	0	2	0	0	5	0	89	54	150
16	0	2	0	0	1,909	0	83	62	2,056
17	1	1	0	0	2,130	0	60	62	2,254
18	19	2	0	1	2,128	0	55	88	2,293
19	58	0	3	4	2,128	0	42	103	2,338
20	60	0	5	6	1,921	0	37	112	2,141
21-24	363	7	21	66	6,327	0	134	449	7,367
25-34	1,254	45	86	197	10,824	0	185	901	13,492
35-44	1,362	91	94	221	8,480	0	98	653	10,999
45-54	1,693	130	161	261	8,828	0	34	604	11,711
55-64	952	126	110	164	5,704	0	11	374	7,441
65 and Over	261	24	26	46	5,216	0	3	226	5,802
Not Stated	7	1	1	0	35	0	0	7,877	7,921
Drivers In Collisions	**6,030**	**431**	**507**	**966**	**55,635**	**0**	**831**	**11,565**	**75,965**
Total Licensed Drivers	**52,012**	**2,611**	**4,813**	**6,855**	**614,094**	**12**	**29,132**	**6,729**	**716,258**
Relative Risk *	**1.09**	**1.56**	**0.99**	**1.33**	**0.85**	**0.00**	**0.27**	**N/A**	**1.00**

* Relative Risk = (% of Total Collisions in Class)/(% of Total Licence Holders in Class)

Licence Class

Class 1 - Operators of power units and truck tractors that have a trailer where the gross weight of the towed unit(s) exceeds 4,600 kg.

Class 2 - Operators of buses having a seating capacity in excess of 24 passengers.

Class 3 - Operators of trucks with more than two axles that have a trailer(s) in tow, where the gross weight of the towed unit does not exceed 4,600 kg.

Class 4 - Operators of taxis, ambulances, law enforcement vehicles and buses having a seating capacity of 24 or fewer passengers.

Class 5 - Operators of cars, vans, two-axle trucks, two-axle vehicles having a trailer(s) in tow where the gross weight of the the unit(s) does not exceed 4,600 kg, buses when not transporting passengers, three-axle motorhomes, taxis and ambulances when not used for hire.

Class 6 - Operators of motorcycles.

Class 7 - Class 5 operators, operating as a learner.

Number of Drivers Involved in Collisions by Year and Age

Table 5.10

Age Group	2000	2001	2002**	2003	2004	2005	2006	2007	2008	2009
Under 16	187	175	202	191	178	186	164	150	193	150
16	2,028	1,963	2,282	2,313	2,262	2,186	2,002	2,150	2,122	2,056
17	1,993	1,949	2,361	2,342	2,159	2,118	2,233	2,350	2,345	2,254
18	1,877	1,778	2,151	2,381	2,208	2,220	2,204	2,406	2,424	2,293
19	1,776	1,515	1,866	2,098	2,223	2,125	2,108	2,173	2,306	2,339
20	1,513	1,398	1,696	1,853	1,948	1,900	1,922	2,012	2,051	2,140
21-24	4,583	4,175	5,079	6,028	6,113	6,410	6,371	7,005	7,166	7,367
25-34	7,337	6,974	8,236	9,418	10,172	10,263	10,750	11,793	12,737	13,492
35-44	7,996	7,388	8,793	10,140	10,295	10,161	10,077	10,790	10,635	10,999
45-54	5,736	5,742	7,291	8,782	9,319	9,874	10,143	11,102	11,302	11,711
55-64	2,998	2,974	3,871	4,759	5,185	5,496	5,865	6,425	6,813	7,441
65 and Over	3,845	3,693	4,255	5,000	4,890	4,878	5,163	5,369	5,315	5,802
Not Stated	2,631	2,432	3,303	4,175	3,977	4,156	4,780	5,855	7,101	7,921
Drivers In Collisions	**44,500**	**42,156**	**51,386**	**59,480**	**60,929**	**61,973**	**63,782**	**69,580**	**72,510**	**75,965**

**** Property damage only collisions in 2002 increased due to a change in reporting procedures.**

Driver Factors – SECTION 5

Driver Factors - Section 5

Convictions – 2004 to 2009

Table 5.11

OFFENCE	2004	2005	2006	2007	2008	2009	Avg/yr
Exceed Speed Limit	61,962	56,049	48,313	53,181	56,438	55,190	55,189
Disobey Red Light (Camera)	2,150	2,373	3,020	4,111	6,353	7,505	4,252
Driver Fail to Wear Seatbelt	8,749	8,453	8,398	8,321	8,586	7,074	8,264
Fail to Stop or Proceed Before Safe	5,283	5,485	5,148	5,512	6,516	6,655	5,767
Inappropriate or No Licence	5,049	4,827	4,673	4,788	6,053	6,584	5,329
Drive Unregistered Vehicle	3,363	3,454	3,449	3,566	3,856	4,490	3,696
Exceed Speed Limit in School Zone	0	419	1,124	1,803	2,223	2,304	1,312
Without Due Care or Reasonable Consideration	1,982	1,858	1,874	1,915	1,930	2,074	1,939
Disobey Red Light	2,104	2,278	1,404	1,415	2,032	1,762	1,833
Disobey Licence Endorsement or Restriction	213	308	515	891	1,055	1,600	764
Drive While Licence Suspended/Cancelled	1,292	1,347	1,416	1,504	1,502	1,594	1,443
Proceed Contrary to Signage	949	761	419	393	537	870	655
Exceed a Safe, Reasonable Speed	586	534	588	595	673	828	634
Turn Left Across Traffic	514	458	441	666	724	791	599
Fail to Report Accident	560	554	457	471	787	773	600
Drive While Passenger Unrestrained	507	512	539	639	778	746	620
Stunting	780	749	721	730	782	730	749
U-Turn at Traffic Lights	620	783	520	608	741	585	643
Exceed Speed Limit by More Than 50 km/h	142	299	451	468	495	569	404
Disobey Traffic Control Device	497	551	647	661	548	542	574
Follow Too Closely	465	516	508	501	568	536	516
Unauthorized Use of Registration or Licence Plate	217	255	284	318	406	516	333
Fail to Yield or Proceed Before Safe	378	411	417	411	404	386	401
Weight/Dimension Permit Violation	0	0	0	114	323	325	127
Disobey Amber Light	558	427	254	325	322	320	368
Insufficient Signalling	188	196	169	176	263	290	214
Illegal U-Turn	297	273	280	267	149	272	256
Fail to Produce Licence or Registration	193	333	318	398	406	247	316
Exceed 60 km/h Passing Emergency Vehicle	427	359	258	308	196	244	299
Change Lanes When Unsafe	131	130	96	141	177	219	149
Improper Turn	245	238	231	234	181	212	224
Drive Left of Centre	204	209	144	150	185	188	180
Fail to Display Licence Plate, Validation Stickers	741	239	207	185	162	187	287
Unsafe Backing	241	243	151	200	246	187	211
Log Not Up To Date Or In Possession	0	1	0	112	155	176	74
Fail to Yield to Driver on the Right	178	143	148	176	210	169	171
Fail to Yield to Pedestrian	131	136	126	137	165	167	144
Headlamps Not Illuminated	108	114	61	47	131	130	99
Contest of Speed	24	15	70	102	116	127	76
Fail to Yield When Entering Highway	40	50	79	94	113	116	82
False Statement	5	15	10	56	101	112	50
Exceed 60 km/h When Passing Highway Worker	206	91	256	222	195	110	180
Obstructed View	50	44	24	37	71	95	54
Pass to the Right	78	86	86	108	111	94	94
Cross Solid Line	114	68	72	75	94	88	85
Excessive Noise	168	153	131	121	128	88	132
No Inspection As Required	0	0	0	39	60	84	31
Brakes Causing Out Of Service	0	0	0	15	15	81	19
Overweight Vehicle	0	0	0	59	68	81	35
Pass When Unsafe	125	108	110	121	91	70	104
Disobey School Bus Signal	92	80	47	62	64	69	69
Drive While on 24-hour Suspension	68	48	59	60	48	69	59
Fail to Stop for Railway Crossing Signal	81	53	62	73	82	68	70
Fail to Yield to Emergency Vehicle	23	33	18	32	52	65	37
Light Equipment Causing Out Of Service	0	0	0	1	1	61	11
Dangerous Goods Violation	0	0	0	61	36	49	24
Fail to Yield When Leaving Lane or Alley	43	26	33	40	52	49	41
Missing/Inadqt Equip Not Causing Out Of Svc	0	0	0	29	49	49	21
Drive While Licence Plate Obstructed	0	2	7	21	26	45	17
Fail to Yield to Traffic	27	26	21	54	58	45	39
Drive Left of Median	33	44	13	41	47	44	37
Insecure Load	5	5	8	28	33	43	20
Fail to Stop for Peace Officer	0	0	1	20	31	43	16

Convictions – 2004 to 2009

Table 5.11

OFFENCE	2004	2005	2006	2007	2008	2009	Avg/yr
Disobey Flashing Red Light	107	114	47	61	69	41	73
Defect Causing Out Of Service	0	0	0	18	13	33	11
Improperly Equipped Motorcycle Rider	67	63	33	81	98	30	62
Drive Over Median	21	28	12	23	23	28	23
Improper Stopping on Highway or Street	18	28	29	32	31	27	28
Littering on Highway	14	22	11	15	20	27	18
Deface or Alter Licence, Registration, or Licence Plate	45	23	28	45	29	27	33
Light Equipment Not Causing Out Of Service	0	0	0	108	58	24	32
Fail To Weigh Vehicle As Requested	0	0	0	0	0	21	4
Fail to Dim Headlamps	17	14	8	14	26	20	17
Fail to Stop for Level Railway Crossing	4	1	15	5	44	17	14
Enter/Leave Controlled Access Hwy Unlawfully	15	10	2	4	16	17	11
Allow Rider on Vehicle Exterior	25	59	25	32	28	15	31
Fail To Inspect/Maint Vehicle To Regs	0	0	0	1	2	14	3
Oversize Vehicle	0	0	0	25	15	13	9
Exceed Maximum Driving Hours	0	0	0	12	8	13	6
Improper Lane Use	55	80	64	30	6	13	41
Disobey Directions of Flag Person/Peace Officer	13	10	3	20	26	13	14
Fail To Keep Trip Inspection in Vehicle	0	0	0	0	1	13	2
Tires Causing Out Of Service	0	0	0	0	2	12	2
Mudguards Not Causing Out Of Service	0	0	0	10	8	12	5
Drive Unsafely on Being Overtaken	7	8	4	10	7	12	8
Impede Traffic	8	5	11	10	7	11	9
Produce Another Driver's Licence	6	2	4	10	11	11	7
Other	1,016	1,093	997	1,382	1,455	116	1,005
Total	104,624	98,782	90,169	99,927	111,003	110,462	102,495

Criminal Code Convictions – 2004 to 2009

Table 5.12

	2004	2005	2006	2007	2008	2009	Avg/yr
Over 80 Mg Alcohol In Blood	2,870	2,558	2,455	2,649	2,816	2,943	2,715
Drive While Disqualified (T.S.A.)	1,000	1,021	973	946	1,051	899	9,805
Impaired Driving	764	724	749	688	914	850	782
Drive While Disqualified (C.C.)	618	628	570	528	580	560	581
Fail to Comply With A Demand	156	167	144	148	168	168	159
Dangerous Driving	144	129	125	123	168	133	137
Leave Scene of Accident	87	100	73	79	115	94	91
Flight	85	83	91	81	97	84	87
Impaired Driving Causing Bodily Harm	31	30	37	37	50	31	36
Dangerous Driving Causing Bodily Harm	9	10	24	19	30	25	20
Impaired Driving Causing Death	8	2	5	13	7	6	7
Dangerous Driving Causing Death	6	5	7	7	6	1	5
Criminal Negligence Causing Bodily Harm	0	3	4	3	4	2	3
Flight Causing Injury	0	0	0	0	1	1	0
Fail to Stop For Police officer (T.S.A.)	31	34	23	5	0	1	16
Total	**5,809**	**5,494**	**5,280**	**5,326**	**6,007**	**5,798**	5,619

Convictions, Licensed Drivers and Drivers in Collisions by Age

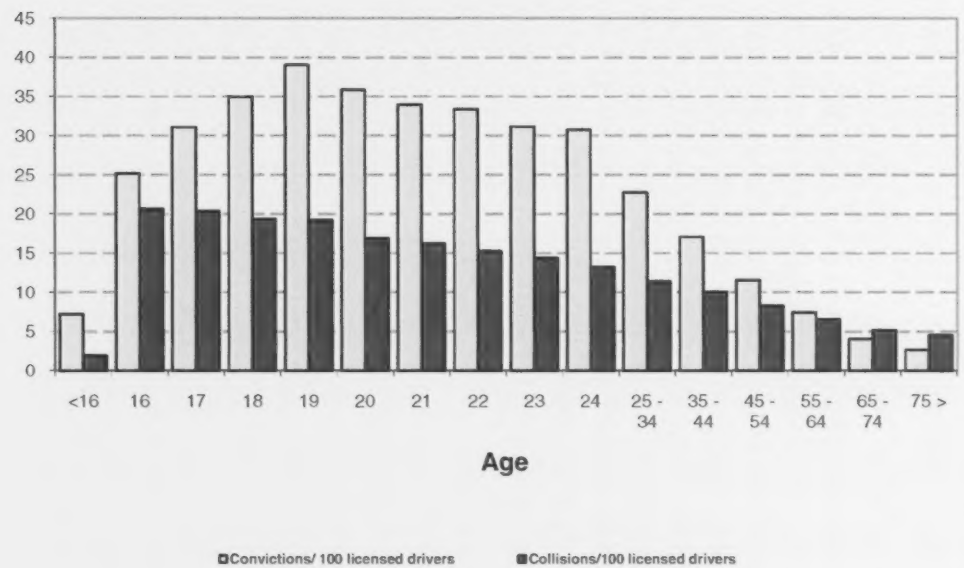
Table 5.13

Age	Convictions*	Licensed Drivers	Drivers in Collisions	Convictions/ 100 licensed drivers	Collisions/100 licensed drivers	Conviction Risk	Collision Risk
<16	558	7,761	150	7.19	1.93	0.47	0.18
16	2,504	9,951	2,056	25.16	20.66	1.63	1.95
17	3,441	11,074	2,254	31.07	20.35	2.01	1.92
18	4,136	11,839	2,293	34.94	19.37	2.27	1.83
19	4,753	12,181	2,339	39.02	19.20	2.53	1.81
20	4,549	12,693	2,140	35.84	16.86	2.32	1.59
21	4,272	12,581	2,040	33.96	16.21	2.20	1.53
22	4,064	12,172	1,855	33.39	15.24	2.16	1.44
23	3,918	12,583	1,807	31.14	14.36	2.02	1.35
24	3,861	12,558	1,665	30.75	13.26	1.99	1.25
25 - 34	26,928	118,460	13,492	22.73	11.39	1.47	1.07
35 - 44	18,645	109,489	10,999	17.03	10.05	1.10	0.95
45 - 54	16,348	141,255	11,711	11.57	8.29	0.75	0.78
55 - 64	8,408	113,329	7,441	7.42	6.57	0.48	0.62
65 - 74	2,679	65,842	3,412	4.07	5.18	0.26	0.49
75 >	1,398	52,490	2,390	2.66	4.55	0.17	0.43
Not Stated			7,921				
Total	**110,462**	**716,258**	**75,965**	**15.42**	**10.61**	**1.00**	**1.00**

* Does not include Criminal Code convictions

Convictions and Collisions by Age Group

Figure 5.2



Vehicle Factors

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Vehicle Factors

There were 84,707 vehicles involved in the 54,229 collisions during 2009. This is an average of 1.56 vehicles per collision. This section provides details on the different types of vehicles involved in collisions.

- Passenger cars accounted for 47.3% of vehicles in all collisions and 38.5% of the vehicles in fatal collisions.
- Pickup trucks accounted for 21.8% of vehicles in all collisions and 24.5% of vehicles in fatal collisions.
- Large trucks represented 2.9% of vehicles involved in all collisions and 12% of vehicles in fatal collisions. Research has shown that in 78% of fatal crashes involving a large truck, the action taken by the driver of the other vehicle was the major factor contributing to the collision.
- There were 425 crashes involving a motorcycle/moped/power cycle in 2009. These incidents resulted in 204 injuries and two deaths.

Tables 6.6 to 6.8 show historical data on truck and motorcycle collisions. Similar breakdowns for other vehicle types are available upon request.

Table 6.9 shows a breakdown of registrations by vehicle type. This information can be used when calculating risk exposure for different types of vehicles.

Number of Vehicles in Collisions by Vehicle Type and Severity

Table 6.1

Vehicle Type	Property Damage	Personal Injury	Fatal	Total	%
Automobile (passenger car)	35,789	4,222	74	40,085	47.3
Pickup Trucks	16,853	1,587	47	18,487	21.8
Panel Van/Mini Van/Sport Utility Vehicles (SUV)	14,495	1,842	38	16,375	19.3
Trucks > 4,500 kg	1,152	103	3	1,258	1.5
Semi-Trailer Power Unit	1,027	175	20	1,222	1.4
Transit Bus (Urban)	149	20	0	169	0.2
Inter-City Bus	34	3	0	37	0.0
School Bus - Standard Large Type	145	13	2	160	0.2
School Bus - Van Type	21	1	0	22	0.0
Other Bus - Unspecified/Private	39	3	0	42	0.0
Motorcycle	227	191	2	420	0.5
Moped/Powered Bicycle	7	3	0	10	0.0
Bicycle*	53	133	0	186	0.2
Ambulance/Police/Fire	38	17	0	55	0.1
Snowmobile *	60	28	0	88	0.1
Construction/Maintenance Equipment	95	11	1	107	0.1
Unregistered Farm Equipment	19	8	1	28	0.0
Off Highway Vehicle (3 or 4 Wheel ATVs) *	16	33	4	53	0.1
Motorhome	43	1	0	44	0.1
Other Vehicle	110	2	0	112	0.1
Not Stated	5,692	55	0	5,747	6.8
Total	**76,064**	**8,451**	**192**	**84,707**	**100**

Number of Vehicles in Collisions by Vehicle Type and Road System

Table 6.2

Vehicle Type	Urban Streets	Provincial Highways	Rural Roads	Other	Total	%
Automobile (passenger car)	31,574	5,788	2,023	700	40,085	47.3
Pickup Trucks	10,780	4,268	2,711	728	18,487	21.8
Panel Van/Mini Van/Sport Utility Vehicles (SUV)	11,549	3,184	1,187	455	16,375	19.3
Trucks > 4,500 kg	596	378	258	26	1,258	1.5
Semi-Trailer Power Unit	381	642	178	21	1,222	1.4
Transit Bus (Urban)	166	1	1	1	169	0.2
Inter-City Bus	36	1	0	0	37	0.0
School Bus - Standard Large Type	140	8	8	4	160	0.2
School Bus - Van Type	18	1	2	1	22	0.0
Other Bus - Unspecified/Private	37	4	1	0	42	0.0
Motorcycle	320	72	24	4	420	0.5
Moped/Powered Bicycle	10	0	0	0	10	0.0
Bicycle*	186	0	0	0	186	0.2
Ambulance/Police/Fire	39	11	3	2	55	0.1
Snowmobile *	20	18	27	23	88	0.1
Construction/Maintenance Equipment	72	16	15	4	107	0.1
Unregistered Farm Equipment	2	13	12	1	28	0.0
Off-Highway Vehicle (3 or 4 Wheel ATVs) *	12	7	21	13	53	0.1
Motorhome	29	8	2	5	44	0.1
Other Vehicle	97	13	1	1	112	0.1
Not Stated	5,467	149	53	78	5,747	6.8
Total	**61,531**	**14,582**	**6,527**	**2,067**	**84,707**	**100**

* TAIS records only traffic collisions on public roads. Therefore, many collisions involving snowmobiles and off-highway vehicles are not included in this number. Bicycle collisions are recorded only if there was contact with a motor vehicle on the roadway.

The standard passenger car, pickup truck, van and SUV are involved in 88% of all collisions. Other special categories, such as all-terrain vehicles, large trucks and school buses, are of special interest to various groups and users.

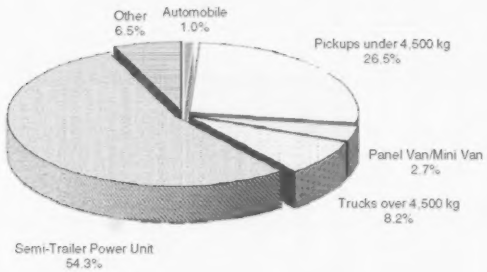
Number of Vehicles in Collisions by Vehicle Type and Type of Towed Trailer

Table 6.3

Vehicle Type	No Trailer	Recre-ation	Utility	Farm	Maint/ Const	Towed Vehicle	Single Semi	A * Train	C * Train	B * Train	Over Sized	Other	Not Stated	Total	%
Automobile (passenger car)	40,070	1	4	1	0	0	1	0	0	1	0	3	4	40,085	47.3
Pickup Trucks	18,078	99	90	18	16	9	3	0	0	1	0	37	136	18,487	21.8
Panel Van/Mini Van/SUV	16,321	20	17	0	0	2	0	0	0	0	0	6	9	16,375	19.3
Trucks > 4,500 kg	1,131	4	13	3	9	3	26	4	2	2	0	19	42	1,258	1.5
Semi-Trailer Power Unit	386	4	3	9	13	0	375	45	16	62	4	34	271	1,222	1.4
Bus - All Types	427	0	0	0	0	0	1	0	0	0	0	0	2	430	0.5
Const./Maintenance Equip.	104	0	0	0	0	1	0	0	0	0	0	2	0	107	0.1
Farm Equipment	23	0	0	0	5	0	0	0	0	0	0	0	0	28	0.0
Motorhome	39	2	1	0	0	1	0	0	0	0	0	0	1	44	0.1
Other Vehicle	912	1	3	0	1	0	1	0	0	0	0	1	5	924	1.1
Not Stated	5,675	14	7	2	0	1	9	2	0	1	0	6	30	5,747	
Total	**77,491**	**145**	**138**	**33**	**44**	**17**	**416**	**51**	**18**	**67**	**4**	**108**	**500**	**84,707**	**100**

* An " A" train is a single hitch drawbar. A "B" train is connected by a fifth wheel. A "C" train is a double hitch drawbar.

% of Vehicles in Collisions Involving Trailers



Number of Vehicles in Collisions by Pre-Collision Vehicle Action and Severity

Table 6.4

Pre-Collision Action	Property Damage	Personal Injury	Fatal	Total	%
Going Straight Ahead	39,328	5,383	166	44,877	53.0
Turning Left	4,417	776	9	5,202	6.1
Turning Right	2,441	259	3	2,703	3.2
Making U-Turn	256	33	0	289	0.3
Changing Lanes	1,509	87	3	1,599	1.9
Merging	560	60	0	620	0.7
Reversing	3,736	51	0	3,787	4.5
Overtaking, Passing on Left or Right	300	71	3	374	0.4
Slowing or Stopping on the Roadway (decelerating)	4,753	479	1	5,233	6.2
Stopped in Traffic (incl. mechanical breakdown)	4,047	863	0	4,910	5.8
Starting in Traffic (accelerating)	567	114	2	683	0.8
Starting from Parked Position, Leaving Roadside	287	12	0	299	0.4
Entering Parked Position, Stopping On Roadside	353	4	0	357	0.4
Parked Legally	8,276	152	1	8,429	10.0
Parked Illegally	114	12	1	127	0.1
Other	419	30	2	451	0.5
Not Stated	4,701	65	1	4,767	5.6
Total	**76,064**	**8,451**	**192**	**84,707**	**100**

Collisions Involving Dangerous Goods

Table 6.5

Dangerous Goods Class	Spilled Yes	Spilled No	Total	% Spilled	% of Total
Class 1 Explosives	0	0	0	0.0	0.0
Class 2 Compressed Gases	0	0	0	0.0	0.0
Class 3 Flammable Liquids	5	0	5	100.0	38.5
Class 4 Flammable Solids	0	0	0	0.0	0.0
Class 5 Oxidizers & Organic Substances	0	2	2	0.0	15.4
Class 6 Poisonous & Infectious Substances	1	1	2	50.0	15.4
Class 7 Radioactive Materials	0	0	0	0.0	0.0
Class 8 Corrosive Substances	1	0	1	100.0	7.7
Class 9 Miscellaneous Substances	1	2	3	33.3	23.1
Total	**8**	**5**	**13**	**61.5**	**100**
% of Total	**61.5**	**38.5**	**100.0**		

Truck Collisions by Year

Table 6.6

Year	Total Number of Trucks Involved	Number of Truck Collisions: Property Damage Only	Personal Injury	Fatal	Total	Number Injured	Number Killed
1998	1,354	1,042	249	25	1,316	347	31
1999	1,298	967	269	22	1,258	391	32
2000	1,461	1,070	313	37	1,420	491	40
2001	1,448	1,082	288	33	1,403	411	35
2002	1,903	1,563	286	21	1,870	384	26
2003	2,603	2,236	286	26	2,548	407	28
2004	2,605	2,228	285	21	2,534	423	29
2005	2,591	2,206	304	32	2,542	423	35
2006	2,484	2,090	302	30	2,422	427	35
2007	2,709	2,344	283	28	2,655	399	30
2008	2,573	2,230	272	18	2,520	377	24
2009	2,480	2,134	264	23	2,421	370	26

Trucks Involved In Collisions by Truck Type

Table 6.7

Year	Single Unit (Straight) Trucks: Property Damage Only	Personal Injury	Fatal	Articulated/Tractor-Trailer Trucks: Property Damage Only	Personal Injury	Fatal
1998	405	93	8	666	165	17
1999	376	81	5	624	192	20
2000	385	100	5	717	219	35
2001	397	88	7	718	211	27
2002	701	96	3	888	195	20
2003	1,174	102	4	1,107	193	23
2004	1,073	95	4	1,204	211	18
2005	1,040	117	6	1,208	193	27
2006	985	101	5	1,155	211	27
2007	1,327	109	11	1,055	185	22
2008	1,204	122	3	1,075	153	16
2009	1,152	103	3	1,027	175	20

*Property damage only collisions in 2002 increased due to a change in reporting procedures.

Motorcycle/Moped/Power Bicycle Collisions by Year

Table 6.8

Year	Property Damage Only	Personal Injury	Fatal	Total	Persons Injured	Persons Killed
1993	59	131	5	195	150	5
1994	61	131	4	196	148	4
1995	41	107	5	153	125	5
1996	54	118	4	176	131	5
1997	69	105	4	178	132	4
1998	60	117	3	180	138	3
1999	62	115	2	179	131	2
2000	68	133	2	203	151	2
2001	95	122	3	220	137	3
2002	103	118	3	224	130	3
2003	132	168	2	302	182	4
2004	146	156	2	304	172	2
2005	173	144	4	321	156	4
2006	201	189	5	395	204	5
2007	201	192	8	401	208	9
2008	223	205	5	433	233	5
2009	232	191	2	425	204	2

Vehicle Registrations (Insured Years*)

Table 6.9

Type of Vehicle	2005	2006	2007	2008	2009
Passenger Cars - excludes special use	326,229	324,837	325,933	330,784	328,014
Sport Utility Vehicles	56,831	63,480	73,899	88,002	100,961
Light Private Trucks - <5,001 kg class PV	125,403	149,083	159,030	171,735	181,484
Vans (light & heavy, commercial & private)	81,345	82,405	83,540	83,955	82,113
Commercial & Farm Straight Trucks	129,658	108,463	107,654	108,001	108,247
Truck Tractors (semi power units)	13,594	14,280	15,514	16,701	17,792
School Buses - bus use only class PS	3,000	2,968	3,010	2,996	3,044
Transit Buses - class PC	344	352	360	388	394
Inter-City, Tour & Private Buses	480	500	511	538	588
Motorcycles	6,843	7,811	8,869	10,325	11,119
Pedal Cycles	31	47	18	16	14
Motorhomes	5,242	5,103	5,242	5,261	5,397
Ambulance	249	250	261	277	286
Hearse	114	114	124	128	129
Police - all vehicles with police use	561	585	617	628	659
Taxis	680	689	713	707	711
Trailers (commercial, private & farm)	124,451	129,722	140,429	156,518	169,340
Snowmobiles	4,337	4,532	5,386	5,792	6,240
Other - no assigned vehicle type	30	39	46	62	70
Total Insured Years (including trailers)	879,422	895,260	931,156	982,814	1,016,602
Total Motor Vehicles	750,634	761,006	785,341	820,504	841,022

* Insured years is the portion of the year the vehicle is registered. This method of counting registrations was implemented due to short-term registrations.

Example: When three separate motorcycles are registered for six months each out of a complete year, they are counted as 18 months or 1.5 insured years.

Victims and Safety Restraints

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Victims and Safety Restraints

TAIS captures information on all passengers involved in injury collisions. This data can be used to calculate exposure rates for occupants by injury severity, age, seating position, gender and many other variables. Additional details, such as injury region of the body and injury treatment, are also available from TAIS.

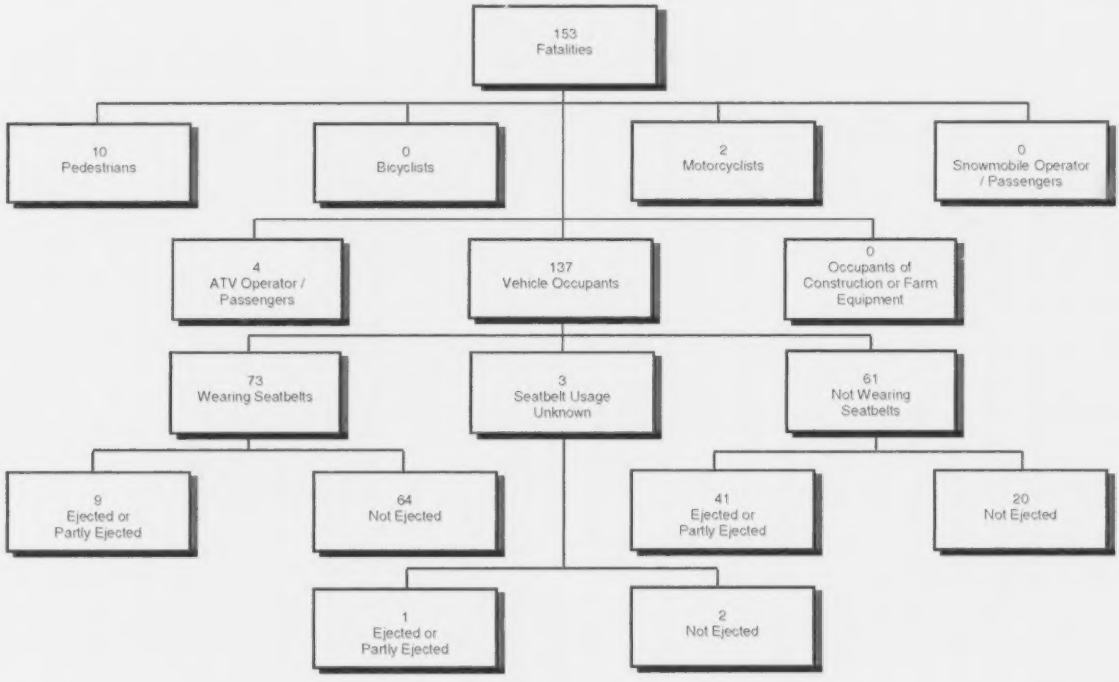
Figure 7.3 shows the relationship between the severity of injury to vehicle occupants and seatbelt use. The severity of injury is much lower for victims using safety restraints. Ninety-four per cent of those using safety restraints sustained minor, moderate or no recorded injuries. Those occupants not using safety restraints were severely or fatally injured 17% of the time, compared to 2% of the time for those using restraints.

In September 2004, Transport Canada began conducting observational surveys of seatbelt use, alternating annually between rural and urban communities across Canada. The survey method was changed because of evidence indicating a lower usage rate in rural areas. The new usage rates are a combination of these urban and rural observations. The survey results for 2006 to 2007 report a national average of 92.5% and a rate of 93.5% in Saskatchewan. No data was available for 2009. The complete results of the Canadian survey can be referenced in table 12.2 on page 123.

Fatalities Classification

(Jan. 1 to Dec. 31, 2009)

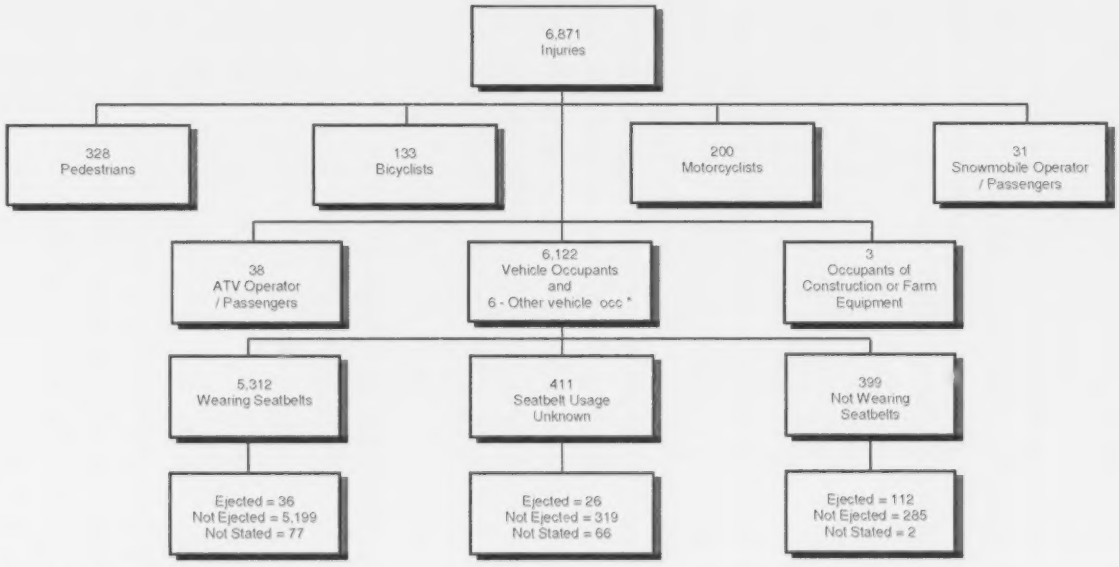
Figure 7.1



Injuries Classification

(Jan. 1 to Dec. 31, 2009)

Figure 7.2



* Other vehicle occupants are occupants of other non-passenger vehicles that may or may not have seatbelts. Some examples are golf carts and specially modified vehicles that do not fit into our general passenger vehicle body type classifications.

Victims and Safety Restraints – SECTION 7

Victims Injured by Road User Class and Age Group

Table 7.1

Category	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
Motor Vehicle Driver	1	7	567	558	861	692	655	405	323	1	4,070	59.2
Motor Vehicle Passenger	70	223	408	305	339	205	181	114	128	79	2,052	29.9
Pedestrian	9	58	44	37	46	35	30	28	29	12	328	4.8
Bicyclist*	0	38	21	14	14	18	15	2	3	8	133	1.9
Motorcycle Driver/Passenger	0	3	9	27	41	36	58	20	6	0	200	2.9
Occ. of Farm or Const. Equip.	0	0	0	1	0	0	1	0	1	0	3	0.0
Snowmobile Driver*	0	6	5	2	4	12	1	1	0	0	31	0.5
ATV Operator*	0	10	8	4	9	1	5	0	0	1	38	0.6
Other Occupants	0	1	0	0	0	3	0	2	0	0	6	0.2
Not Stated	0	0	2	3	2	0	0	0	0	3	10	0.1
Total	**80**	**346**	**1,064**	**951**	**1,316**	**1,002**	**946**	**572**	**490**	**104**	**6,871**	**100**

Victims Killed by Road User Class and Age Group

Table 7.2

Category	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
Motor Vehicle Driver	0	1	12	17	16	11	14	10	13	0	94	61.4
Motor Vehicle Passenger	2	2	10	4	6	2	5	3	8	1	43	28.1
Pedestrian	1	2	0	1	1	0	1	1	3	0	10	6.5
Bicyclist*	0	0	0	0	0	0	0	0	0	0	0	0.0
Motorcycle Driver/Passenger	0	0	1	0	0	0	0	1	0	0	2	1.3
Occ. of Farm or Const. Equip.	0	0	0	0	0	0	0	0	0	0	0	0.0
Snowmobile Driver*	0	0	0	0	0	0	0	0	0	0	0	0.0
ATV Operator*	0	0	0	0	3	0	1	0	0	0	4	2.6
Other Occupants	0	0	0	0	0	0	0	0	0	0	0	0.6
Not Stated	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	**3**	**5**	**23**	**22**	**26**	**13**	**21**	**15**	**24**	**1**	**153**	**100**

Victims Injured or Killed by Road User Class and Gender

Table 7.3

	Victims Injured				Victims Killed			
Category	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total
Motor Vehicle Driver	1,951	2,115	4	4,070	69	25	0	94
Motor Vehicle Passenger	824	1,211	17	2,052	20	23	0	43
Pedestrian	175	148	5	328	8	2	0	10
Bicyclist*	87	43	3	133	0	0	0	0
Motorcycle Driver/Passenger	169	27	4	200	2	0	0	2
Occ. of Farm or Const. Equip.	3	0	0	3	0	0	0	0
Snowmobiler*	22	8	1	31	0	0	0	0
ATV Operator*	24	13	1	38	4	0	0	4
Other Occupants	5	1	0	6	0	0	0	0
Not Stated	2	6	2	10	0	0	0	0
Total	**3,262**	**3,572**	**37**	**6,871**	**103**	**50**	**0**	**153**

* TAIS records only collisions on public roads. Therefore, many of the collisions involving snowmobiles and off-highway vehicles are not included in this number. Bicycle collisions are recorded only if the collision occurs with a motor vehicle on the roadway.

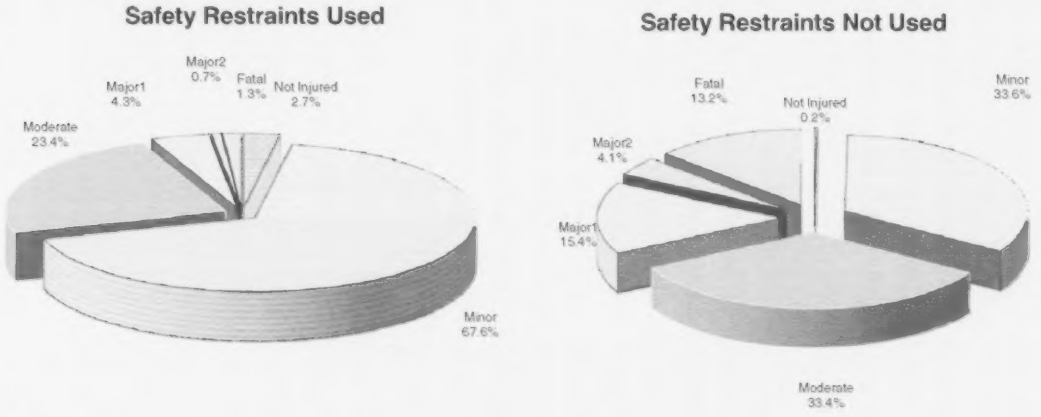
Vehicle Occupants by Injury Class and Safety Restraints Used

Table 7.4

Injury Class	Lap/Lap & shoulder belt	Lap & shoulder w/air bag	Child restraint rear facing	Child restraint front facing with tether	Child restraint front facing w/o tether	Child booster seat	Not or Improperly used	Not Stated	Total	%
Not Injured	101	28	7	10	0	2	1	78,492	78,641	92.6
Minor	2,997	691	12	25	4	13	155	274	4,171	4.9
Moderate	971	317	0	5	0	0	154	108	1,555	1.8
Major 1	164	71	0	1	0	0	71	23	330	0.4
Major 2	24	16	1	0	0	0	19	6	66	0.1
Fatal	51	21	1	0	0	0	61	3	137	0.2
Total	**4,308**	**1,144**	**21**	**41**	**4**	**15**	**461**	**78,906**	**84,900**	**100**

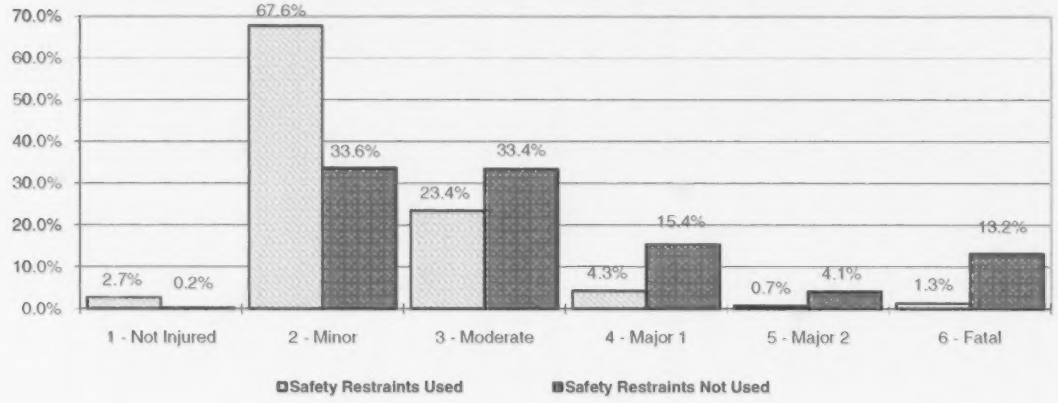
Severity of Injury by Safety Restraint Use

Figure 7.3



Note:
The totals used to calculate the percentage in figure 7.3 do not include occupants where seatbelt use was coded as "not stated."

Severity of Injury by Safety Restraints Used



Vehicle Occupants by Injury Class and Age Group

Table 7.5

Restraints Used

Injury Class	Not Stated	Age Group 0 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76+	Total
Not Injured	4	19	6	9	44	58	3	4	1	**148**
Minor	36	54	77	123	1,165	2,031	84	69	103	**3,742**
Moderate	9	5	13	27	363	764	34	23	55	**1,293**
Major 1	2	2	1	7	63	135	16	4	6	**236**
Major 2	0	1	1	0	17	17	0	2	3	**41**
Fatal	0	1	0	1	22	32	0	7	10	**73**
Total	**51**	**82**	**98**	**167**	**1,674**	**3,037**	**137**	**109**	**178**	**5,533**

Restraints Not Used

Injury Class	Not Stated	Age Group 0 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76+	Total
Not Injured	0	0	0	0	0	1	0	0	0	**1**
Minor	3	5	8	12	68	55	1	0	3	**155**
Moderate	0	1	6	8	70	65	0	1	3	**154**
Major 1	1	0	1	2	26	41	0	0	0	**71**
Major 2	0	0	0	0	10	7	1	1	0	**19**
Fatal	1	1	0	2	26	28	2	1	0	**61**
Total	**5**	**7**	**15**	**24**	**200**	**197**	**4**	**3**	**6**	**461**

Restraint Use Not Stated

Injury Class	Not Stated	Age Group 0 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76+	Total
Not Injured	76,784	1	0	4	555	1,008	45	39	56	**78,492**
Minor	24	3	6	15	83	131	4	3	5	**274**
Moderate	1	0	0	2	40	59	2	3	1	**108**
Major 1	1	0	1	0	5	16	0	0	0	**23**
Major 2	3	0	0	0	2	1	0	0	0	**6**
Fatal	0	0	0	0	0	3	0	0	0	**3**
Total	**76,813**	**4**	**7**	**21**	**685**	**1,218**	**51**	**45**	**62**	**78,906**

Injury Classification

Table 7.6

1	Not Injured	no visible signs or any complaint of injury
2	Minor	minor complaint of injury by victim, but no apparent incapacitation
3	Moderate	an injury other than a fatal injury or an incapacitating injury, which is evident to observers at the scene of the collision
4	Major 1	an injury other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred
5	Major 2	an injury from which the victim enters into unconsciousness at, or when taken from, the collision scene
6	Fatal	death within 30 days as a result of injuries incurred in the traffic collision

Vehicle Occupants

Vehicle Occupant	driver or passenger of a car, truck, van, power unit, bus, emergency vehicle or motorhome

Fatal Collisions

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Fatal Collisions

Table 8.1 provides a breakdown of the fatalities by road user class, day of week, time of day and type of roadway.

The detailed listing in figure 8.2 shows some of the individual factors and a brief description of each of the 129 fatal collisions that occurred during 2009.

Deaths of unbelted occupants

- Sixty-one unbelted vehicle occupants were killed in 2009. This represents 45% of all vehicle occupant deaths.

Age and gender of those not using seatbelts

Age of victim	Male	Female
Under 16	2	1
16-24	16	7
25-54	18	6
55 and older	7	3

Deaths of belted occupants

- Seventy-three belted vehicle occupants were killed in 2009. This represents 53% of occupants.

Age and gender of those using seatbelts

Age of victim	Male	Female
Under 16	1	1
16-24	14	6
25-54	15	12
55 and older	14	10

Deaths where seatbelt use was not known

Age and gender of those where seatbelt use was not known.

Age of victim	Male	Female
Under 16		
16-24		
25-54	1	2
55 and older		

2009 Fatal Collisions Summary

Table 8.1

SUMMARY: *For the year ending Dec. 31, 2009, there were 153 traffic fatalities in Saskatchewan. They consisted of 94 drivers and 43 passengers, 10 pedestrians, four ATV operators and two motorcyclists.*

1. **Pedestrian Summary:**
   - *10 pedestrian deaths*
   - *Five on urban streets*
   - *Four on provincial highways*
   - *One on a rural municipal road*
   - *In three of the cases, the pedestrian had been drinking, and in three cases, pedestrian action was listed as a contributing factor in the incident.*

2. **All Terrain Vehicle Summary:**
   - *Four ATV operator deaths*
   - *Two on designated grid roads*
   - *One on a provincial highway*
   - *One on a First Nation's Reserve road*

3. **Motorcyclist Summary:**
   - *Two motorcyclists were killed in 2009.*
   - *One was killed on an urban street and one on a provincial highway.*
   - *Both of the crashes were attributed to the action of the motorcyclist.*

4. **Vehicle Occupant Summary:**
   - *In 2009, there were 137 vehicle occupant deaths. Seventy-three were using safety restraints and 61 were not. Seatbelt usage for the remaining three was not known.*

Seatbelt Used: 73 deaths
- Thirteen were in the vehicle of a drinking driver.
- Twenty-four were in single vehicle crashes, 11 of which were rollovers.
- Type of vehicle the occupant was in:
  - 45 passenger cars
  - 11 pickup trucks
  - 16 vans or SUVs
  - one semi tractor unit or large truck

Seatbelt Not or Improperly Worn: 61 deaths
- Twenty-nine were in the vehicle of a drinking driver.
- Forty-six victims were in single vehicle crashes, 33 of which were rollovers.
- Type of vehicle the occupant was in:
  - 18 passenger cars
  - 21 pickup trucks
  - 19 vans or SUVs
  - three semi tractor unit or large trucks

Seatbelt Use Not Known or Not Stated: three deaths

- One was in the vehicle of a drinking driver.
- One victim was in a single vehicle crash which was a rollover.
- Type of vehicle the occupant was in:
  - Two were occupants of cars
  - One was an occupant of a van or SUV

5. **2009 Traffic Deaths by Day of Week:**

- Sunday 14
- Monday 17
- Tuesday 16
- Wednesday 24
- Thursday 27
- Friday 27
- Saturday 28

6. **2009 Traffic Deaths by Time of Day:**

Hour	Deaths	Hour	Deaths
Midnight to 0:59 a.m.	3	Noon to 0:59 p.m.	9
1 to 1:59 a.m.	6	1 to 1:59 p.m.	3
2 to 2:59 a.m.	4	2 to 2:59 p.m.	5
3 to 3:59 a.m.	8	3 to 3:59 p.m.	6
4 to 4:59 a.m.	2	4 to 4:59 p.m.	9
5 to 5:59 a.m.	3	5 to 5:59 p.m.	13
6 to 6:59 a.m.	2	6 to 6:59 p.m.	11
7 to 7:59 a.m.	6	7 to 7:59 p.m.	10
8 to 8:59 a.m.	5	8 to 8:59 p.m.	3
9 to 9:59 a.m.	5	9 to 9:59 p.m.	4
10 to 10:59 a.m.	8	10 to 10:59 p.m.	11
11 to 11:59 a.m.	3	11 to 11:59 p.m.	14

7. **2009 Traffic Deaths by Type of Roadway:**

- Provincial Highways 97
- Rural Roads 35
- Urban Streets 17
- Other Roads 4

2009 Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt Use of Deceased	Collision Description
1	Rural/Urban Highway	3	0	Yes	No	Head-on collision between two trucks due to low visibility.
2	Rural/Urban Highway	1	4	Yes	No	A van pulled out onto the highway before it was safe and was struck by a truck. Injuries to truck passengers. Injuries and fatality in the van.
3	Street	1	0	No		A truck struck a pedestrian crossing the street.
4	Grid Road	1	0	Yes	Yes	The driver of a truck crossed an unmarked railroad crossing and was struck by a train on the passenger side. The driver of the truck had been drinking.
5	Grid Road	1	1	Yes	No	The driver of a truck struck a CPR Train at a marked crossing. Heavy fog and limited visibility were major factors. The driver died at the scene.
6	Rural/Urban Highway	2	0	No	Yes	The driver of a semi-trailer unit lost control on an icy highway and struck two pedestrians in the ditch, pushing out a car that was stuck.
7	Rural/Urban Highway	1	3	Yes	No	The impaired driver of a truck lost control on an icy road and rolled into the ditch. A passenger was ejected and killed.

January Summary: Ten people killed in seven different collisions. Five collisions involved alcohol.

8	Rural/Urban Highway	1	1	No	Yes	A van went into the on-coming lane of traffic and collided head-on with an SUV. The driver of the van was killed.
9	Rural/Urban Highway	1	1	No	Yes	The driver of a car approached a T-intersection and failed to stop at a stop sign. The car then continued over threesets of railroad tracks flipping onto its roof, killing the driver.
10	Rural/Urban Highway	1	1	No	Yes	The driver of a car crossed over into the opposite lane and was struck head on by a semi-trailer unit.
11	Rural/Urban Highway	1	3	No	Yes	The driver of a mini-van was following a semi-trailer unit. Both vehicles changed lanes to pass a snow plow which was causing whiteout conditions. The van collided with the back of the trailer. One passenger was fatally injured in the van.
12	Rural/Urban Highway	1	0	No	Yes	The driver of a truck came over the hill and slid on a patch of ice and lost control. The truck then struck and fatally injured a pedestrian.

February Summary: Five people killed in five collisions.

13	Street	1	0	Yes	No	The driver of a van lost control at a high rate of speed and rolled numerous times into the ditch. The driver was ejected and pronounced dead at the hospital.
14	Street	1	0	Yes	Yes	The driver of a car lost control and flipped at an intersection. The car then struck a concrete building with the drivers side door fatally injuring the driver. The driver was partially ejected.
15	Rural/Urban Highway	1	0	No	No	The driver of a van looked down to change the radio station when he drifted into the centre median. He lost control and rolled after he tried to over-correct. A passenger was ejected and killed.
16	Rural/Urban Highway	2	2	No	Yes	The driver of a car lost control on a slippery highway and another car hit the first vehicle on the drivers side door, killing the driver and a passenger.
17	Street	1	0	No	Yes	The driver of a car swerved to avoid an oncoming car and hit the curb. The driver succumbed to their injuries and passed away three days later in hospital.
18	Rural/Urban Highway	2	2	No	Yes	Vehicle was struck by a train.
19	Grid Road	1	0	Yes	No	The driver of a car lost control and rolled six or seven times into the ditch. The car caught on fire and the driver was fatally injured. The driver had been drinking.
20	Rural/Urban Highway	3	0	No	Yes	the car while attempting to pass. Three occupants of the car were fatally injured.

2009 Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt Use of Deceased	Collision Description
March Summary: Tweleve people killed in 8 collisions. Three collisions involved alcohol.						
21	Grid Road	2	2	No	Yes	The driver of a car failed to yield at a yield sign and struck another car at the intersection, fatally injuring two occupants.
22	Grid Road	1	1	No	No	The driver of a semi failed to observe a yield sign and struck an SUV.
23	Rural/Urban Highway	1	1	Yes	Yes	A car moved into the on-coming lane of travel, fatally injuring the driver of the on-coming vehicle.
24	Rural/Urban Highway	1	0	No	Yes	A vehicle left the roadway and struck a tree, fatally injuring the driver.
25	Grid Road	1	0	Yes	No	The impaired driver of a semi unit entered a ditch at the bottom of a hill. The trailer caused the truck to roll and jack-knife. The driver was partially ejected.
26	Street	1	2	No	Yes	The driver of a car rear-ended an SUV. The SUV then hit a tree, fatally injuring the driver.
27	Rural/Urban Highway	2	4	No	No	The driver of a van entered the wrong lane of travel and struck a school bus head on. The two occuapants of the van were fatally injured.
28	Rural/Urban Highway	1	1	No	No	The driver of a car crossed over the centre line and struck a semi-unit head on. The driver of the car was fatally injured.
29	Grid Road	1	0	Yes	No	The driver of a quad drove into a gully and lost control. The driver was ejected and was fatally injured.
30	Rural/Urban Highway	2	1	No	Yes	The driver of a car lost control on slippery road surface, crossed the centre line and was struck on the passenger side by another car. Both occupants in first car were killed.
31	Rural/Urban Highway	1	0	No	Yes	The driver of a vehicle veered off the roadway into the ditch. The driver was killed.
32	First Nation Land	1	0	Yes	No	An impaired driver lost control of his quad on a curve, hit 7 fence posts and was thrown from his vehicle dying on impact. Excessive speed was a major factor.
33	First Nation Land	1	4	Yes	No	The impaired driver of a car lost control and rolled into the ditch. The passenger was partially ejected and fatally injured.
April Summary: Sixteen people killed in 13 collisions. Seven of them were not wearing a seatbelt.						
34	Grid Road	1	0	Yes	No	The driver of a truck approached a curve in the road, lost control, over-corrected and rolled the truck, where it landed on the wheels. The driver is the deceased.
35	Grid Road	1	0	No	No	The driver of a heavy vehicle caught the edge of the shoulder and was pulled into the ditch. The truck rolled and the driver was ejected and fatally injured.
36	Rural/Urban Highway	1	2	Yes	Yes	The impaired driver of a car was distracted, overcorrected and lost control, skidding across the highway and rolling into the ditch. The driver and a passenger were ejected. The driver was killed.
37	Grid Road	1	1	Yes	No	The driver of a truck failed to yield the right of way to another truck and struck the drivers side. The driver of the first truck was killed.
38	Grid Road	1	0	Yes	No	The driver of a car swerved to avoid a deer and rode the guard rail over a bridge, entering the ditch sideways and overturning - fatally injuring the driver. The driver was ejected.
39	Street	3	0	Yes	Yes	The driver of car was travelling at an excessive speed when he lost control at an intersection. The car then struck a tree, fatally injuring all three occupants in the car. The driver of the car was impaired.
40	Street	1	0	Yes	Yes	The driver of a truck hit a child on a bicycle. The child was killed.
41	Grid Road	1	0	No	No	The driver of a van lost control on a gravel road and went off of the road. The driver was ejected and fatally injured.

2009 Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt Use of Deceased	Collision Description
42	Grid Road	2	3	Yes	No	The driver of a van was travelling on a grid when they lost control and rolled. Two passengers were ejected and fatally injured.
43	Grid Road	1	3	Yes	No	The impaired driver of a car lost control and rolled into the other lane, landing on it's tires. A passenger was ejected and fatally injured.
44	Rural/Urban Highway	1	0	Yes	No	The impaired driver of a car lost control and entered the ditch, rolling several times. The driver was killed.
May Summary: Eleven people were killed in 11 different collisions. Three collisions involved alcohol.						
45	Grid Road	1	0	Yes	No	The driver of a truck approached a curve in the road, lost control, over-corrected and rolled with the truck landing on its wheels. The driver was killed.
46	Grid Road	1	0	No	No	The driver of a heavy vehicle caught the edge of the shoulder and was pulled into the ditch. The truck rolled and the driver was ejected and fatally injured.
47	Rural/Urban Highway	1	2	Yes	Yes	The impaired driver of a car was distracted, overcorrected and lost control skidding across the highway, rolling into the ditch. The driver and a passenger were ejected. The driver was killed.
48	Grid Road	1	1	Yes	No	The driver of a truck failed to yield the right of way to another truck and struck the drivers side. The driver of the first truck was killed.
49	Grid Road	1	0	Yes	No	The driver of a car swerved to avoid a deer and rode the guard rail over a bridge, entered the ditch sideways, overturning and fatally injuring the driver. The driver was ejected.
50	Street	3	0	Yes	Yes	The driver of car was travelling at an excessive speed when he lost control at an intersection. The car then struck a tree fatally injuring all three occupants in the car. The driver of the car was impaired.
51	Street	1	0	Yes	Yes	The driver of a truck hit a child on a bicycle. The child was killed.
52	Grid Road	1	0	No	No	The driver of a van lost control on a gravel road and went off of the road. The driver was ejected and fatally injured.
53	Grid Road	2	3	Yes	No	The driver of a van was travelling on a grid when they lost control and rolled. Two passengers were ejected and fatally injured.
54	Grid Road	1	3	Yes	No	The impaired driver of a car lost control and rolled into the other lane, landing on its tires. A passenger was ejected and fatally injured.
55	Rural/Urban Highway	1	0	Yes	No	The impaired driver of a car lost control and entered the ditch, rolling several times. The driver was killed.
June Summary: Fourteen people killed in 11 different collisions. Nine collisions involved alcohol.						
56	Grid Road	1	0	No	Yes	The driver of a truck failed to yield to another truck, failed to stop and crashed into the side of it. The driver of the truck that was hit was fatally injured.
57	Rural/Urban Highway	2	1	No	Yes	The driver of a truck drifted into oncoming traffic and hit a semi-unit head on. The two occupants in the truck were fatally injured.
58	Rural/Urban Highway	1	3	Yes	Yes	The driver of a car lost control and entered the median, sideswipes a semi, bounces off, misses a car and then hits head-on into another semi. The driver of the car was fatally injured.
59	Rural/Urban Highway	1	1	No	Yes	The driver of a van turned into oncoming traffic and collided with a semi-unit.

2009 Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt Use of Deceased	Collision Description
60	Rural/Urban Highway	1	2	No	Yes	The driver of a van went onto the right shoulder, overcorrected and ended up on the shoulder of the opposite lane. The driver tried to correct the van but the wheels dug into the dirt, causing the van to flip. The driver was partially ejected and fatally injured.
61	Rural/Urban Highway	1	2	No	Yes	The driver of a car failed to yield at an intersection and pulled out onto the highway before it was safe and was struck by another vehicle. The driver of the first car was killed.
62	Street	1	2	Yes	No	The driver of a van hit the back of a parked car and flipped onto the roof. The driver was partially ejected and was killed.
63	Rural/Urban Highway	1	1	No	No	The driver of a truck fell asleep at the wheel and veered into the ditch, striking an approach and rolled. A passenger was ejected and fatally injured.
64	First Nation Land	1	0	Yes	No	Driver of SUV veered off roadway into the ditch and struck a culvert. The driver was partially ejected and fatally injured.
July Summary: Ten people killed in nine different collisions. Three collisions involved alcohol.						
65	Rural/Urban Highway	1	0	Yes	Yes	The driver of a car crossed over the centre line and struck a semi head-on. The driver of the car had been drinking.
66	Rural/Urban Highway	2	1	No	No	The driver of van hit a car head on. Both drivers were fatally injured.
67	Rural/Urban Highway	1	3	Yes	Yes	The driver of a van swerved into the wrong lane and hit a truck head-on. The driver of the van was fatally injured. The driver of the truck and van had been drinking.
68	Grid Road	1	0	No	No	The driver of an ATV collided with a deer and was ejected off of the ATV. The driver was fatally injured.
69	Rural/Urban Highway	1	0	Yes	No	The driver of an ATV had his right front tire blowout, causing his ATV to enter the ditch, ejecting and fatally injuring the driver. The driver had been drinking.
70	Grid Road	2	2	No	No	The driver of a van was travelling on a grid road that was in poor condition and lost control. All four occupants ejected. The driver and a passenger were killed.
71	Grid Road	1	2	Yes	Yes	The driver of a car drifted over into the opposing lane of traffic and hit a truck head on. The driver of the car was fatally injured.
72	Rural/Urban Highway	1	1	No	Yes	The driver of a car struck a moose and was fatally injured.
73	Rural/Urban Highway	1	1	No	Yes	The driver of a truck was travelling on a paved road, where it then turned into gravel. The driver lost control on the gravel and the truck flipped. Both passengers ejected and one was fatally injured.
74	Grid Road	1	1	Yes	No	The driver of a car lost control and rolled into the ditch five times. The driver was ejected and fatally injured.
75	Rural/Urban Highway	3	1	Yes	No	Car veered off of roadway into the ditch, rolled and was submerged. Three vehicle occupants drowned.
76	Rural/Urban Highway	1	2	No	Yes	The driver of a car was turning left from the driving lane when it was struck by a van that was driving in the passing lane. A passenger in the car was killed.
77	Rural/Urban Highway	1	0	No	Yes	The driver of a truck left the roadway, struck an approach, rolled and ended up on the roof. The driver was killed.
78	Rural/Urban Highway	1	2	No	Yes	A truck pulled out onto the roadway and was struck by a car.
August Summary: Eighteen people killed in 14 different collisions. Six collisions involved alcohol						
79	Rural/Urban Highway	1	4	No	No	The driver of a van drifted into the centre median, and when trying to overcorrect, rolled the vehicle. No occupants were wearing seatbelts. One passenger was fatally injured.

2009 Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt Use of Deceased	Collision Description
80	Rural/Urban Highway	1	0	No	Yes	The driver of a car attempted to pull out onto the highway and proceeded before it was safe. The truck was struck by a semi-trailer unit. The driver of the car was fatally injured.
81	Rural/Urban Highway	1	1	No	Yes	A car lost control on a curve and struck a semi.
82	Grid Road	1	0	Yes	No	The driver of a van drove across a set of train tracks when it was struck by a train. The driver was fatally injured. The driver had been drinking.
83	Rural/Urban Highway	2	4	No	Yes	The driver of a car entered the oncoming lane of traffic and struck a van head-on. Both drivers were killed on impact.
84	Rural/Urban Highway	1	0	Yes	Yes	The driver of a motorcycle swerved to avoid a deer and entered the ditch. The driver was thrown off of the motorcycle and died from his injuries.
85	Rural/Urban Highway	1	0	No	Yes	The driver of a car pulled out from a stop sign before it was safe and ran intot the side of a semi-unit. The driver of the car was killed.
86	Rural/Urban Highway	1	1	Yes	No	The driver of a car drove through a stop sign without yielding the right of way, and was struck on the passenger side by the other car. The driver of the first vehicle was fatally injured.
87	Rural/Urban Highway	1	0	Yes	No	The driver of a truck rear-ended a semi-trailer unit. The truck became engulfed in flames and the driver died as a result.
88	Rural/Urban Highway	1	1	No	Yes	The driver of a car lost control on gravel and entered the centre median rolling numerous times. A passenger was partially ejected and fatally injured.
89	Rural/Urban Highway	1	0	No	No	The driver of a heavy truck experienced mechanical failure and rolled on the roadway. The driver was ejected.
90	Grid Road	1	2	No	No	The driver of a car lost control on a grid road and rolled several times into the ditch. The driver was ejected and was killed.
91	Street	1	0	Yes		An unknown car rounded the corner and ran over a man laying in the street.

September Summary: Fourteen people killed in 13 different collisions. Five collisions involved alcohol.

92	Rural/Urban Highway	1	3	Yes	Yes	The driver of a car over-steered on a slippery curve, lost control, rolled in the ditch and landed in some trees. The driver of the car was killed.
93	Grid Road	1	0	Yes	Yes	The driver of a truck struck a bicyclist.
94	Rural/Urban Highway	1	5	Yes	Yes	The impaired driver of a truck crossed into the other lane of traffic and struck a trailer (that was being pulled by a truck) and then struck a car head-on. The driver and two passengers were ejected.
95	Rural/Urban Highway	2	1	Yes	No	The driver of a truck left the roadway and tried to overcorrect, causing the truck to enter the ditch sideways. The truck rolled numerous times and two passengers were ejected and fatally injured. The driver had been drinking.
96	Grid Road	1	0	Yes	No	The driver of a truck skidded into the right ditch and rolled numerous times. The driver was ejected and fatally injured. The driver had been drinking.
97	First Nation Land	1	1	Yes	No	The driver of a van left the roadway and struck an apporoach before rolling. The driver was ejected. The passenger was partially ejected. The driver had been drinking.
98	Rural/Urban Highway	1	0	Yes	No	The driver of a car lost control and struck a light standard on the driver side door. The driver was fatally injured. The driver had been drinking.
99	Rural/Urban Highway	1	1	Yes	No	The driver of a truck lost control and entered the left ditch, skidded across the highway and then entered the opposite ditch. The truck rolled two times and came to rest against a power pole. The driver and one passenger were ejected. The driver had been drinking.

2009 Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt Use of Deceased	Collision Description
100	Rural/Urban Highway	1	1	No	No	The driver of a car failed to yield the right of way to an oncoming truck and was struck. The driver of the car was ejected and fatally injured.
101	Rural/Urban Highway	1	5	No	No	The driver of a truck lost control on an icy highway and entered the ditch and rolled. One passenger ejected and was killed.
October Summary: Eleven people killed in 10 different collisions. Eight collisions involved alcohol.						
102	Grid Road	2	1	No	No	The driver of a truck lost control on a slippery grid road and rolled several times into a slough. The driver and rear passenger drowned.
103	Rural/Urban Highway	1	1	No	Yes	The driver of a truck rear-ended a car on the highway. The driver of the car succombed to their injuries in hospital.
104	Street	1	0	No	Yes	The driver of a car attempted to turn left at an intersection and was struck by a motorcycle on the passenger's side of the car. The driver of the motorcycle was fatally injured.
105	Rural/Urban Highway	1	1	Yes	Yes	The driver of a car entered the centre median and lost control. The car rolled several times and ended up on its wheels back on the highway. The driver was fatally injured. The driver had been drinking.
106	Grid Road	2	1	Yes	No	The driver of a car left the roadway and struck a concrete water drain in the ditch. A passenger was ejected and fatally injured. The driver was drinking and was also killed.
107	Rural/Urban Highway	1	0	No	Yes	The driver of a van was travelling in the passing lane when he struck a vehicle parked partially in the ditch. The driver of the van was killed.
108	Rural/Urban Highway	1	0	Yes	No	The driver of a car lost control on an off-ramp and rolled into the ditch several times. The driver was ejected and fatally injured.
109	Rural/Urban Highway	1	0	No	Yes	The driver of a car swerved to avoid wildlife on the highway and ran off the road. The car ended up overturned into a slough. The driver was killed.
110	Rural/Urban Highway	1	0	No	Yes	The driver of a van was passing another vehicle when the van struck two antelopes. The van ended up rolling onto the driver who was ejected and killed.
111	Rural/Urban Highway	1	1	No	Yes	The driver of a van pulled out onto the highway before it was safe and was side-swiped by a truck. The driver of the van was killed.
112	Street	1	0	No		The driver of a truck was travelling in the right-hand lane when a pedestrian walked out onto the roadway and was struck by the truck. The pedestrian died at the scene.
113	Street	1	0	Yes	No	The driver of a car lost control and struck the curb and a power pole.
114	Rural/Urban Highway	1	0	No	No	The driver of a car crossed over the centre line and struck a semi-unti head on. The driver of the car was killed.
115	Grid Road	1	0	Yes	No	The driver of a van slid into the ditch and rolled numerous times. The driver was partially ejected and fatally injured.
116	Grid Road	1	0	Yes	No	The impaired driver of an SUV slid off the road and overturned into the ditch.
November Summary: Seventeen people were killed in 15 different collisions. Six collisions involved alcohol.						
117	Rural/Urban Highway	1	1	Yes	Yes	The driver of a car veered into the opposite lane of travel and struck a semi-unit head-on. The car became engulfed in flames. The driver was trapped and killed.
118	Rural/Urban Highway	1	1	No	Yes	The driver of a car skidded into a bus. The driver of the car was fatally injured.
119	Rural/Urban Highway	1	0	No	Yes	The driver of a truck was struck by a semi. The driver in the truck died.
120	Street	1	3	Yes	Yes	The impaired driver of a truck went through a stop sign and struck a car. A passenger in the car was killed.

2009 Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt Use of Deceased	Collision Description
121	Rural/Urban Highway	1	3	No	No	The driver of a truck crossed the centre line and struck a van head on. The driver of the truck was fatally injured.
122	Rural/Urban Highway	2	4	Yes	No	The impaired driver of a van lost control and drove into a guard rail, then rolled several times. The driver and a passenger were fatally injured.
123	Rural/Urban Highway	1	0	No	Yes	The driver of a car hit a truck head on. The driver of the car was fatally injured.
124	Rural/Urban Highway	2	0	No	Yes	The driver of a van rear-ended a semi-trailer unit. The two occupants in the van were fatally injured.
125	Rural/Urban Highway	1	1	No	Yes	The driver of a car took evasive action to avoid a head-on collision. The driver then lost control and skidded into the path of a semi-unit. A passenger in the car was fatally injured.
126	Rural/Urban Highway	1	2	No	Yes	The driver of a truck was pulling a trailer that jack-knifed into the oncoming lane. The truck struck a car fatally injuring a passenger.
127	Rural/Urban Highway	1	3	No	Yes	The driver of a car fell asleep while driving and lost control of his car. He skidded into the oncoming land and was struck by a truck. A passenger in the car was fatally injured.
128	Rural/Urban Highway	1	2	No	Yes	The driver of a car hit a van head-on. The driver of the car was fatally injured. The weather was near white-out conditions.
129	Rural/Urban Highway	1	0	No		The driver of a car hit a pedestrian that was trying to cross the highway.

December Summary: Fifteen people were killed in 13 different collisions. Three collisions involved alcohol.

Pedestrians

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Pedestrians

2009 Quick Facts on Pedestrian Collisions

- Ten pedestrians were killed and 328 were injured in 2009.
- Pedestrian action was a contributing factor in three of the 10 deaths.
- In three of the fatal collisions the pedestrian had been drinking.
- Twenty per cent of the pedestrians injured or killed were under the age of 15.
- Ninety-two per cent of the pedestrians were injured or killed in an urban area.
- Forty-three per cent of the pedestrians were hit while trying to cross at an intersection, and 6% were hit while crossing or running onto the roadway mid-block.
- Most pedestrian collisions occurred in late afternoon and early evening. The highest hourly total occurred between 3 and 4 p.m.
- Wednesday and Friday were the worst days for pedestrian collisions and November was the worst month.

Pedestrians Injured or Killed by Age Group

Table 9.1

	Age Group											
	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
Injured	9	58	44	37	46	35	30	28	29	12	328	97.0
Killed	1	2	0	1	1	0	1	1	3	0	10	3.0
Total	**10**	**60**	**44**	**38**	**47**	**35**	**31**	**29**	**32**	**12**	**338**	
%	3.0	17.8	13.0	11.2	13.9	10.4	9.2	8.6	9.5	3.6		**100**

Pedestrians Injured or Killed by Action and Age Group

Table 9.2

	Age Group											
Action *	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
At Int Xing with ROW	1	15	13	11	17	12	17	15	17	3	119	35.2
At Int Xing without ROW	2	3	0	2	3	1	1	0	1	2	15	4.4
At Int Xing No Traffic Control	0	4	1	0	1	1	3	2	1	0	13	3.8
Xing Road between Int	0	1	2	3	4	5	1	1	4	1	22	6.5
Walking, Facing Traffic	0	0	0	1	2	1	0	0	0	0	4	1.2
Walking with Traffic	0	0	7	0	1	0	0	1	0	0	9	2.7
On Sidewalk or Median	0	3	1	1	4	1	2	2	2	0	16	4.7
Walking on Roadway	1	1	1	4	2	2	1	4	2	2	20	5.9
From Behind Vehicle	0	0	2	1	4	1	1	0	2	1	12	3.6
Running into Road	5	26	7	6	7	1	1	2	1	2	58	17.2
Getting on/off Other Vehicle	0	2	5	2	0	5	1	1	2	0	18	5.3
Working on Vehicle	0	0	1	0	1	0	1	0	0	0	3	0.9
Playing on Roadway	1	2	1	0	0	0	0	0	0	0	4	1.2
Working on Roadway	0	0	0	0	0	0	0	1	0	0	1	0.3
Lying on Roadway	0	0	1	1	1	0	0	1	0	0	4	1.2
Hitchhiking	0	0	0	0	0	0	0	0	0	0	0	0.0
Skateboarding	0	1	0	1	0	0	0	0	0	0	2	0.6
Wheelchair on Road	0	0	0	0	0	0	0	0	0	0	0	0.0
Not Stated	0	2	2	5	0	5	2	1	0	1	18	5.3
Total	**10**	**60**	**44**	**38**	**47**	**35**	**31**	**31**	**32**	**12**	**338**	**100**

*Int = Intersection, Xing = Crossing, ROW = Right of Way

Pedestrians Injured or Killed by Road System

Table 9.3

Road System	Injured	%	Killed	%	Total	%
Street/Lane	305	90.2	5	1.5	310	91.7
Rural/Urban Highways	5	1.5	4	1.2	9	2.7
Rural/Municipal & Grid Roads	3	0.9	1	0.3	4	1.2
Other Roads (First Nations Land)	15	4.4	0	0.0	15	4.4
Total	**328**	**97.0**	**10**	**3.0**	**338**	**100**

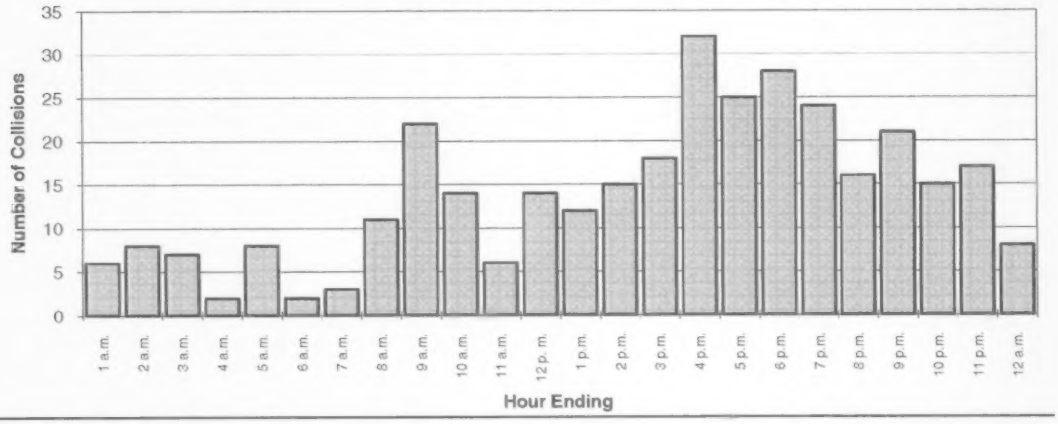
Pedestrians Injured or Killed by Time of Day

Table 9.4

Hour of Collision	Collisions
Midnight to 0:59 a.m.	6
1 to 1:59 a.m.	8
2 to 2:59 a.m.	7
3 to 3:59 a.m.	2
4 to 4:59 a.m.	8
5 to 5:59 a.m.	2
6 to 6:59 a.m.	3
7 to 7:59 a.m.	11
8 to 8:59 a.m.	22
9 to 9:59 a.m.	14
10 to 10:59 a.m.	6
11 to 11:59 a.m.	14
Noon to 0:59 p.m.	12

Hour of Collision	Collisions
1 to 1:59 p.m.	15
2 to 2:59 p.m.	18
3 to 3:59 p.m.	32
4 to 4:59 p.m.	25
5 to 5:59 p.m.	28
6 to 6:59 p.m.	24
7 to 7:59 p.m.	16
8 to 8:59 p.m.	21
9 to 9:59 p.m.	15
10 to 10:59 p.m.	17
11 to 11:59 p.m.	8
Not Stated	4
Total	**338**

Pedestrians Injured or Killed by Hour of Collision

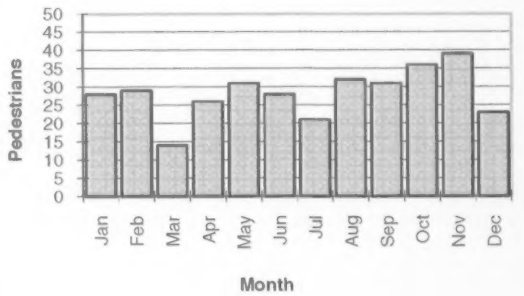


Pedestrians Injured or Killed by Month

Table 9.5

Month	Collisions
January	28
February	29
March	14
April	26
May	31
June	28
July	21
August	32
September	31
October	36
November	39
December	23
Total	**338**

Pedestrians Injured or Killed by Month



Alcohol

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Alcohol

Drinking and driving remains the number one contributing factor in fatal collisions in Saskatchewan. SGI continues to work on solutions to help resolve this important traffic safety issue. There are serious consequences for drinking and driving.

Driver's licence suspension periods apply if a driver is convicted of driving with a blood alcohol level over .08, impaired driving or failure to provide a breath sample. In Saskatchewan, the first conviction of any of the above offences will result in a driver's licence suspension for a period of one year. A second offence results in a three-year licence suspension and any subsequent offence results in a five-year licence suspension. Fines for these offences start at $600, with no maximum.

If a driver is at fault for a collision while driving impaired, they have no insurance coverage for damage to their vehicle or to the vehicles or property of others involved.

Before a driver's licence can be reinstated, the driver must attend a mandatory addiction screening and assessment, and complete any education or recovery program recommended by their addictions counsellor.

Drinking and driving offenders who have successfully completed their required addiction screening and all education or recovery programs may be eligible to participate in the Ignition Interlock Program.

Administrative Sanctions

New drivers who consume any amount of alcohol and drive receive a 30-day suspension must attend a Driving Without Impairment (DWI) course for the first occurrence. Subsequent occurrences result in a 90-day suspension, mandatory addictions screening and an education or recovery program recommended by a drug and alcohol counsellor. These all must be completed before the driver's licence will be reinstated.

Experienced drivers with a blood alcohol level over .04 receive a 24-hour driver's licence suspension. A second 24-hour suspension is extended to a 15-day driver's licence suspension. The driver is also required to attend a DWI course if a second 24-hour suspension is incurred. Subsequent occurrences result in a 90-day suspension, addictions screening and a recommended education or recovery program.

All drivers who are charged with a blood alcohol level exceeding .08 or refusing a breath test will be subject to a 90-day suspension. The individual receives an immediate 24-hour suspension and seven-day driving permit if the driver has a valid driver's licence. The 90-day administrative suspension begins after the expiry of the seven-day driving permit.

Police now have another tool for detecting impairment. The Standardized Field Sobriety Test (SFST) is a series of tests that detect if a driver is impaired by alcohol and/or drugs. Failing or refusing to take the SFST results in an immediate 24-hour driver's licence suspension.

Number of Collisions and Victims Involving Alcohol by Year

Table 10.1

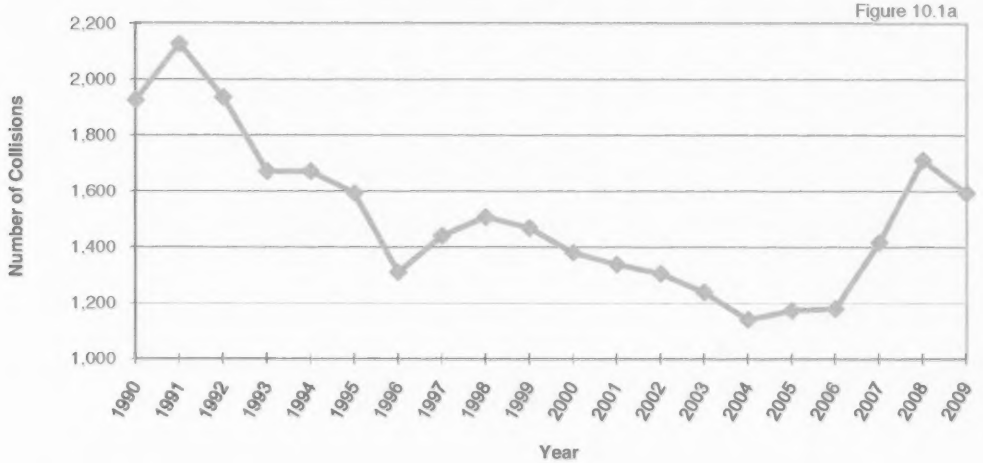
	Number of Collisions				Number of Victims		
Year	Property Damage Only	Personal Injury	Fatal	Total	Injured	Killed	Total
1990	1,263	606	58	1,927	1,036	65	1,101
1991	1,344	707	77	2,128	1,215	88	1,303
1992	1,197	685	55	1,937	1,265	64	1,329
1993	961	653	59	1,673	1,126	70	1,196
1994	966	654	52	1,672	1,142	57	1,199
1995	980	558	56	1,594	991	61	1,052
1996	766	507	38	1,311	901	47	948
1997	829	565	47	1,441	1,062	58	1,120
1998	891	566	51	1,508	1,013	59	1,072
1999	850	555	64	1,469	993	86	1,079
2000	789	553	39	1,381	951	47	998
2001	805	466	68	1,339	835	79	914
2002	748	510	48	1,306	821	51	872
2003	704	477	58	1,239	807	63	870
2004	633	465	44	1,142	799	53	852
2005	723	410	42	1,175	670	46	716
2006	722	414	45	1,181	745	46	791
2007	894	481	42	1,417	871	46	917
2008	1,084	563	65	1,712	1,000	76	1,076
2009	1,020	518	56	1,594	878	66	944

Minimum reporting limits for property damage only collisions were $200 prior to 1984, $500 as of Jan. 1, 1984 and $1,000 as of Jan. 1, 1993.

Alcohol involvement in fatal traffic collisions is confirmed through the reporting police agency and Coroner's Office after all investigation and lab testing has been completed. This procedure is not done for injury and property damage only collisions.

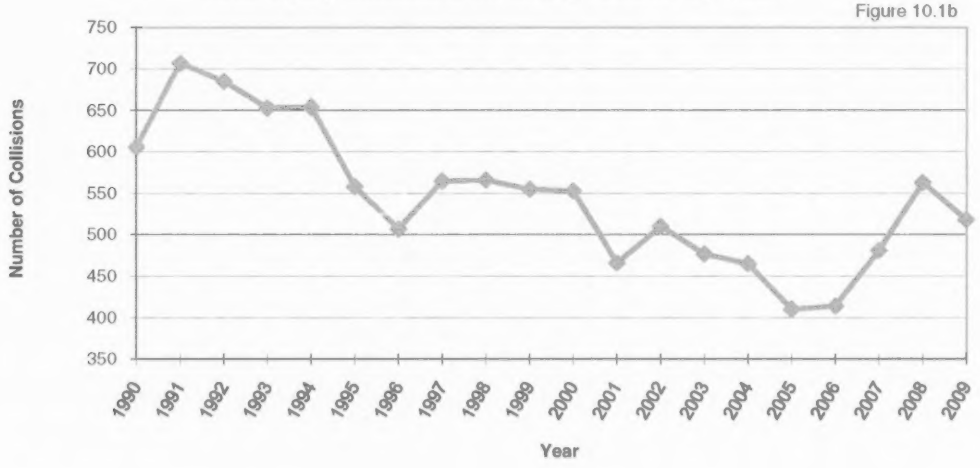
Total Collisions Involving Alcohol by Year

Figure 10.1a



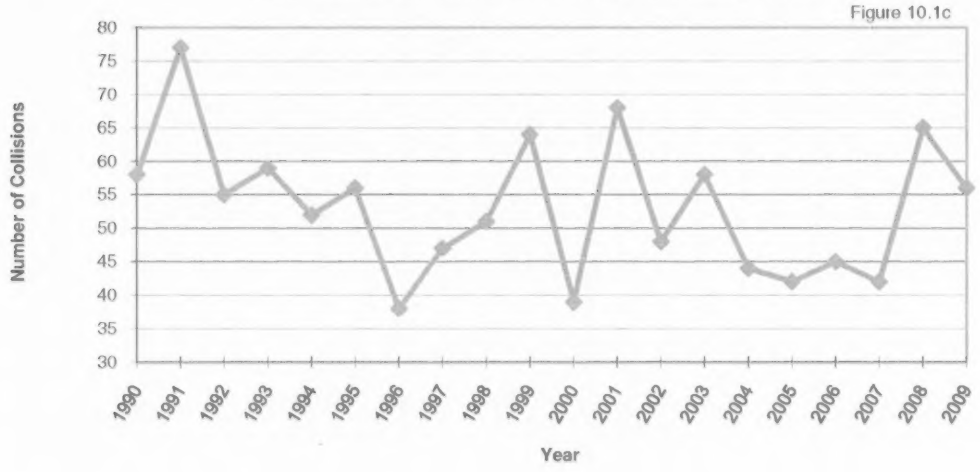
Total Injury Collisions Involving Alcohol by Year

Figure 10.1b



Total Fatal Collisions Involving Alcohol by Year

Figure 10.1c



Per cent of Collisions and Victims Involving Alcohol by Year

Table 10.2

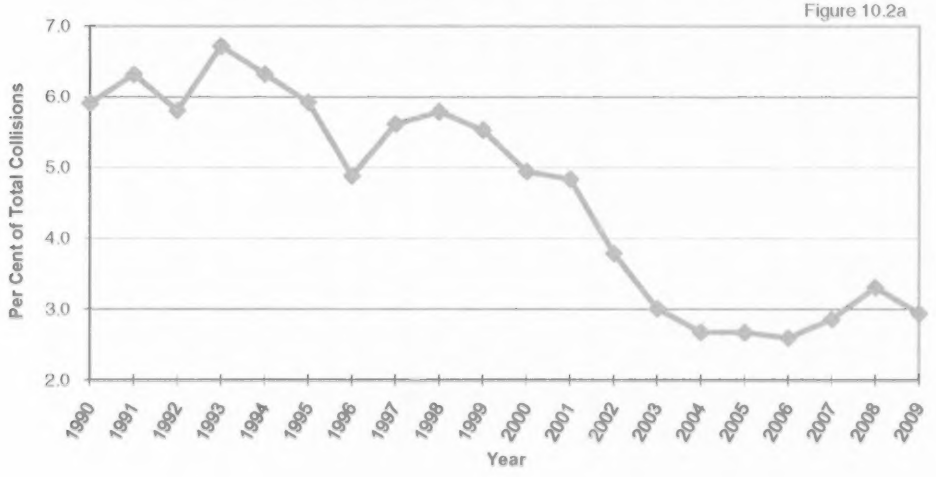
	Per cent of Collisions				Per cent of Victims		
Year	Property Damage Only	Personal Injury	Fatal	Total	Injured	Killed	Total
1990	4.6	11.4	42.3	5.9	13.5	42.2	14.1
1991	4.7	13.5	51.0	6.3	15.9	51.5	16.6
1992	4.3	12.8	43.3	5.8	15.7	44.8	16.2
1993	5.0	11.9	44.0	6.7	14.0	45.8	14.6
1994	4.7	11.6	38.8	6.3	13.9	37.7	14.4
1995	4.5	11.1	41.5	5.9	13.3	38.9	13.8
1996	3.5	10.7	35.8	4.9	13.2	34.8	13.6
1997	4.1	11.0	36.2	5.6	13.9	35.4	14.4
1998	4.3	11.4	40.2	5.8	14.0	40.1	14.5
1999	4.1	10.1	42.7	5.5	12.4	45.5	13.1
2000	3.5	10.2	28.5	4.9	12.1	31.1	12.5
2001	3.6	9.5	48.6	4.8	12.0	47.3	12.8
2002	2.6	10.0	39.0	3.8	11.2	37.2	11.7
2003	2.0	8.7	42.6	3.0	10.5	42.6	11.1
2004	1.7	8.6	41.9	2.7	10.6	42.1	11.[illegible]
2005	1.9	7.9	32.6	2.7	9.4	31.3	9.9
2006	1.8	8.2	36.3	2.6	10.5	33.8	11.0
2007	2.0	9.6	33.3	2.9	12.7	32.2	13.1
2008	2.3	10.9	49.2	3.3	14.1	48.7	14.9
2009	2.1	10.3	43.4	2.9	12.8	43.1	13.4

Minimum reporting limits for property damage only collisions were $200 prior to 1984, $500 as of Jan. 1, 1984 and $1,000 as of Jan. 1, 1993.

Alcohol involvement in fatal traffic collisions is confirmed with the reporting police agency and Coroner's Office after all investigation and lab testing has been completed. This procedure is not done for injury and property damage only collisions.

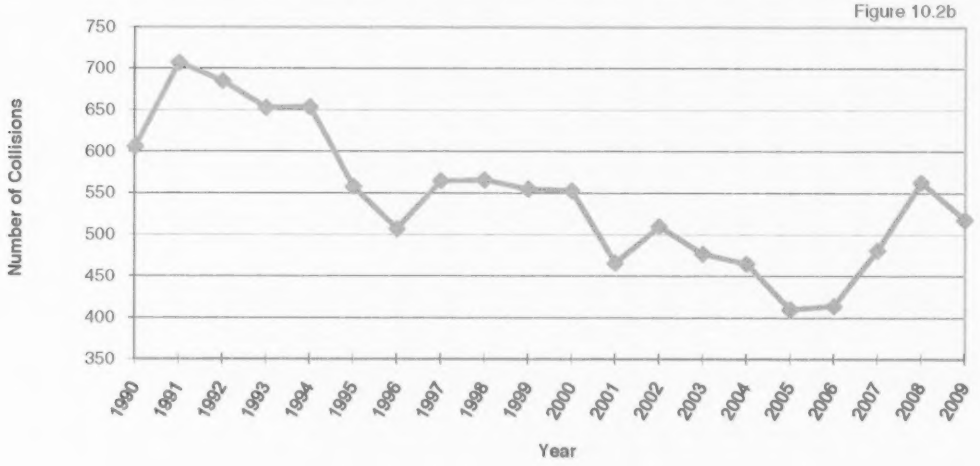
Per cent of Total Collisions Involving Alcohol by Year

Figure 10.2a



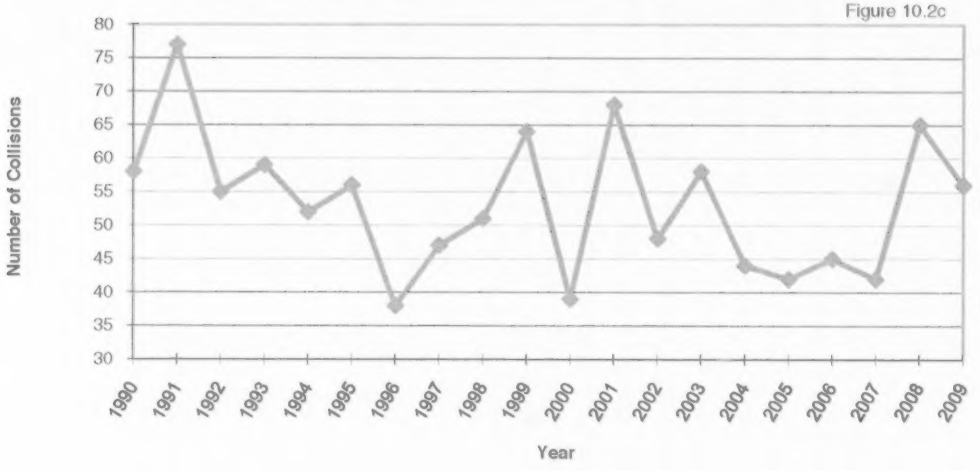
Per cent of Total Injury Collisions Involving Alcohd by Year

Figure 10.2b



Per cent of Total Fatal Collisions Involving Alcoholby Year

Figure 10.2c



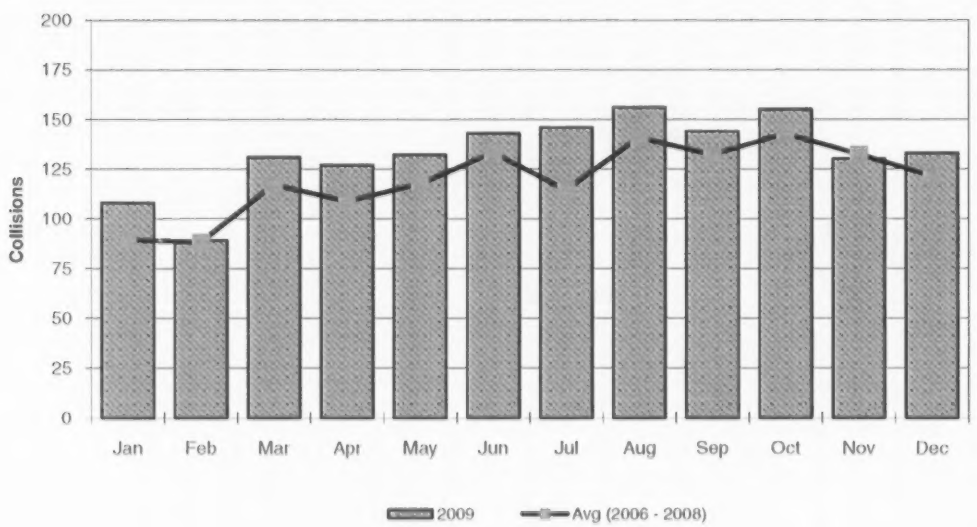
Alcohol-Involved Collisions by Month and Year

Table 10.3

Month	2004	2005	2006	2007	2008	Average 2006-2008	2009	% Change
January	90	85	75	87	106	89.3	108	20.9
February	61	63	77	76	111	88.0	89	1.1
March	89	86	84	124	143	117.0	131	12.0
April	94	79	100	101	125	108.7	127	16.9
May	100	89	105	112	135	117.3	132	12.5
June	104	96	105	140	154	133.0	143	7.5
July	126	144	101	106	136	114.3	146	27.7
August	92	127	114	119	189	140.7	156	10.9
September	100	90	97	154	145	132.0	144	9.1
October	107	113	122	134	172	142.7	155	8.6
November	92	81	113	125	159	132.3	130	-1.8
December	87	122	88	139	137	121.3	133	9.6
Totals	**1,142**	**1,175**	**1,181**	**1,417**	**1,712**	**1,436.7**	**1,594**	**11.0**

Alcohol-Involved Collisions by Month

Figure 10.3



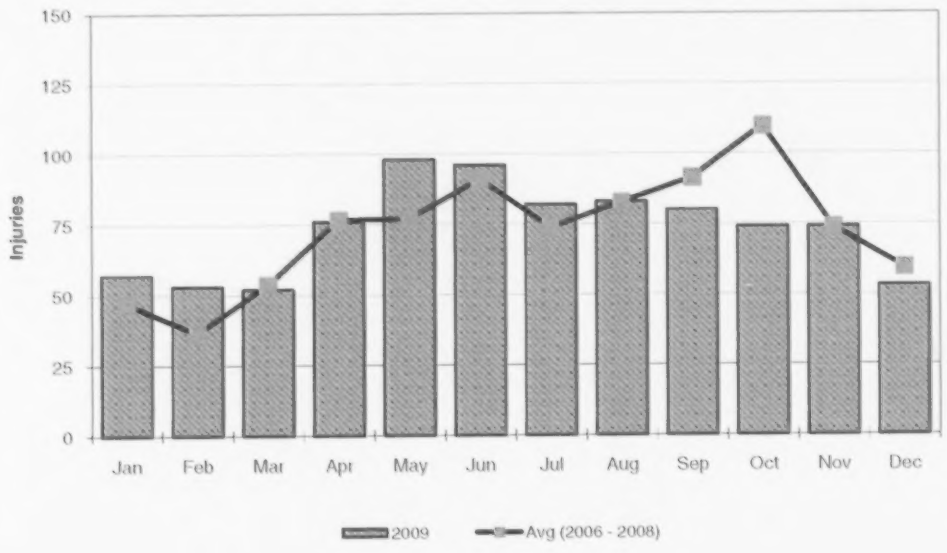
Injuries Due to Alcohol-Involved Collisions by Month and Year

Table 10.4

Month	2004	2005	2006	2007	2008	Average 2006-2008	2009	% Change
January	37	53	34	54	53	47.0	57	21.3
February	38	22	42	35	32	36.3	53	45.9
March	52	50	44	56	61	53.7	52	-3.1
April	89	42	76	88	66	76.7	76	-0.9
May	78	50	62	80	89	77.0	98	27.3
June	78	38	83	103	87	91.0	96	5.5
July	92	101	72	51	98	73.7	82	11.3
August	75	77	80	73	95	82.7	83	0.4
September	65	48	61	97	116	91.3	80	-12.4
October	78	69	95	92	142	109.7	74	-32.5
November	75	50	58	59	104	73.7	74	0.5
December	42	70	38	83	57	59.3	53	-10.7
Totals	799	670	745	871	1,000	872.0	878	0.7

Injuries Due to Alcohol-Involved Collisions by Month

Figure 10.4



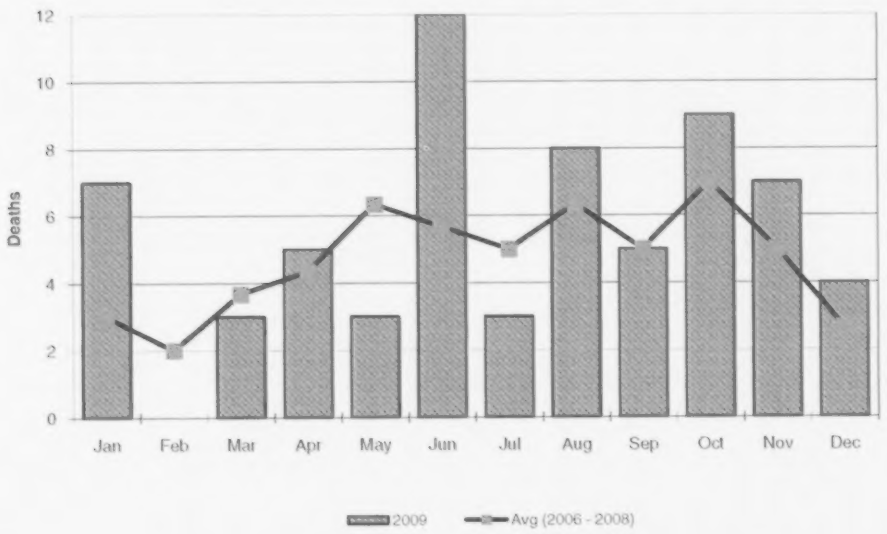
Deaths Due to Alcohol-Involved Collisions by Month and Year

Table 10.5

Month	2004	2005	2006	2007	2008	Average 2006-2008	2009	% Change
January	2	1	4	1	4	3.0	7	133.3
February	2	0	3	0	3	2.0	0	-100.0
March	5	2	1	5	5	3.7	3	-18.2
April	6	3	4	3	6	4.3	5	15.4
May	2	8	8	5	6	6.3	3	-52.6
June	3	6	0	6	11	5.7	12	111.8
July	7	6	5	3	7	5.0	3	-40.0
August	7	5	3	7	9	6.3	8	26.3
September	7	3	6	2	7	5.0	5	0.0
October	7	2	3	7	11	7.0	9	28.6
November	4	3	4	5	6	5.0	7	40.0
December	1	7	5	2	1	2.7	4	50.0
Totals	53	46	46	46	76	56.0	66	17.9

Deaths Due to Alcohol-Involved Collisions by Month

Figure 10.5



Collisions Involving Drinking Drivers by Day of Week

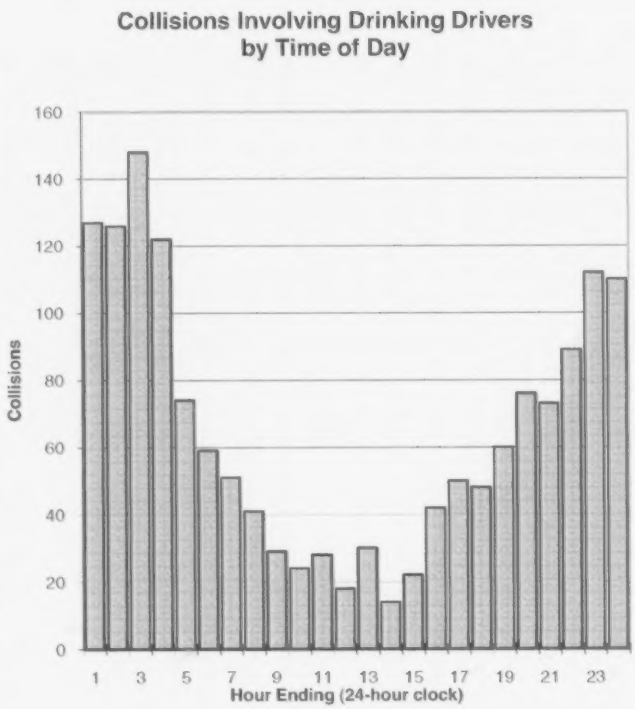
Figure 10.6

Day of the Week	Collisions
Sunday	304
Monday	114
Tuesday	127
Wednesday	144
Thursday	196
Friday	254
Saturday	455
TOTAL	**1,594**

Collisions Involving Drinking Drivers by Time of Day

Figure 10.7

Time of Day	
Midnight to 0:59 a.m.	127
1 to 1:59 a.m.	126
2 to 2:59 a.m.	148
3 to 3:59 a.m.	122
4 to 4:59 a.m.	74
5 to 5:59 a.m.	59
6 to 6:59 a.m.	51
7 to 7:59 a.m.	41
8 to 8:59 a.m.	29
9 to 9:59 a.m.	24
10 to 10:59 a.m.	28
11 to 11:59 a.m.	18
Noon to 0:59 p.m.	30
1 to 1:59 p.m.	14
2 to 2:59 p.m.	22
3 to 3:59 p.m.	42
4 to 4:59 p.m.	50
5 to 5:59 p.m.	48
6 to 6:59 p.m.	60
7 to 7:59 p.m.	76
8 to 8:59 p.m.	73
9 to 9:59 p.m.	89
10 to 10:59 p.m.	112
11 to 11:59 p.m.	110
Time not stated	21
TOTAL	**1,594**



Collisions Involving a Drinking Driver

Table 10.6

	Number of Collisions				Number of Victims		
Year	Property Damage	Personal Injury	Fatal	Total	Injured	Killed	Total
1990	1,263	606	58	1,927	1,036	65	1,101
1991	1,344	689	71	2,104	1,196	82	1,278
1992	1,197	671	52	1,920	1,251	61	1,312
1993	961	638	53	1,652	1,111	64	1,175
1994	966	641	46	1,653	1,128	51	1,179
1995	980	548	54	1,582	980	59	1,039
1996	766	499	34	1,299	893	43	936
1997	829	558	44	1,431	1,055	55	1,110
1998	891	561	46	1,498	1,006	54	1,060
1999	850	543	61	1,454	981	83	1,064
2000	789	542	36	1,367	939	44	983
2001	805	452	63	1,320	820	74	894
2002	748	501	43	1,292	811	46	857
2003	703	457	53	1,213	784	58	842
2004	633	453	40	1,126	786	49	835
2005	723	393	35	1,151	653	39	692
2006	720	389	42	1,151	720	43	763
2007	891	463	41	1,395	853	45	898
2008	1,082	539	61	1,682	974	72	1,046
2009	1,019	497	53	1,569	857	53	910

Collisions Involving Pedestrians or Bicyclists That Had Been Drinking

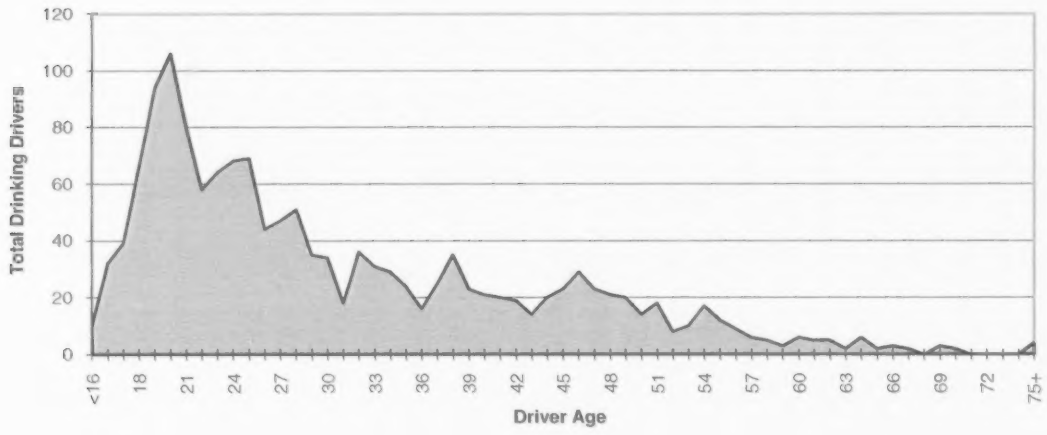
Table 10.7

	Number of Collisions				Number of Victims		
Year	Property Damage	Personal Injury	Fatal	Total	Injured	Killed	Total
1990	0	2	1	3	3	1	4
1991	0	26	13	39	30	13	43
1992	0	26	3	29	26	3	29
1993	1	26	8	35	28	8	36
1994	0	22	10	32	23	10	33
1995	2	18	3	23	20	3	23
1996	1	14	4	19	14	4	18
1997	2	17	5	24	19	5	24
1998	2	14	8	24	17	8	25
1999	3	26	5	34	27	5	32
2000	0	22	5	27	23	5	28
2001	1	18	7	26	22	7	29
2002	2	22	5	29	23	5	28
2003	2	30	6	38	35	6	41
2004	5	23	6	34	24	6	30
2005	2	23	8	33	23	8	31
2006	6	36	3	45	36	3	39
2007	3	27	2	32	28	2	30
2008	8	33	5	46	35	5	40
2009	3	28	3	34	28	3	31

Please note: Pedestrian contributing factors were not recorded prior to 1991 and bicyclist statistics are not available prior to 1988.

2009 Drinking Drivers by Driver Age

Figure 10.8



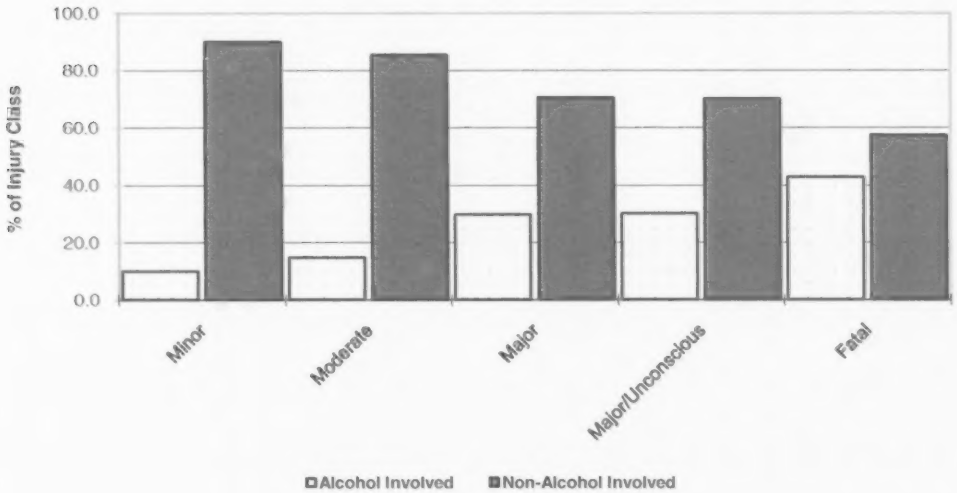
2009 Injury Classification of Vehicle Occupants by Alcohol Involvement

Table 10.8

Injury Classification	Occupants of a Drinking Driver Yes	No	All Vehicle Occupants	% with Alcohol
Minor	428	3,825	4,253	10.1
Moderate	237	1,378	1,615	14.7
Major	104	247	351	29.6
Major/Unconscious	21	49	70	30.0
Fatal	59	79	138	42.8
Total	**849**	**5,578**	**6,427**	**13.2**

Injury Class by Alcohol Involvement

Figure 10.9



2009 Drinking Drivers by Gender and Severity of Collision

Table 10.9

Driver Gender					Collision Severity			
Age	Male	Female	Not Stated	Total	PD* Only	Personal Injury	Fatal	Total
<16	2	7	1	10	7	3	0	10
16	24	8	0	32	19	12	1	32
17	29	8	2	39	23	15	1	39
18	47	18	1	66	45	19	2	66
19	69	24	1	94	51	37	6	94
20	82	23	1	106	73	29	4	106
21	60	20	0	80	54	22	4	80
22	49	9	0	58	41	17	0	58
23	54	9	1	64	42	21	1	64
24	50	18	0	68	45	21	2	68
25	51	18	0	69	36	28	5	69
26	42	2	0	44	32	12	0	44
27	40	7	0	47	34	11	2	47
28	33	17	1	51	31	19	1	51
29	27	8	0	35	15	18	2	35
30	27	6	1	34	21	12	1	34
31	15	3	0	18	12	6	0	18
32	29	7	0	36	26	10	0	36
33	23	8	0	31	17	12	2	31
34	19	8	2	29	20	8	1	29
35	19	5	0	24	11	11	2	24
36	13	3	0	16	13	3	0	16
37	17	8	0	25	16	9	0	25
38	30	5	0	35	25	10	0	35
39	14	9	0	23	15	8	0	23
40	17	4	0	21	13	8	0	21
41	17	3	0	20	11	9	0	20
42	15	4	0	19	11	7	1	19
43	12	2	0	14	10	4	0	14
44	15	5	0	20	11	7	2	20
45	19	4	0	23	15	6	2	23
46	22	6	1	29	20	9	0	29
47	18	5	0	23	15	8	0	23
48	17	4	0	21	14	7	0	21
49	16	3	1	20	12	8	0	20
50	13	0	1	14	5	7	2	14
51	14	4	0	18	8	8	2	18
52	8	0	0	8	6	2	0	8
53	8	2	0	10	7	3	0	10
54	13	4	0	17	11	4	1	17
55	12	0	0	12	8	1	3	12
56	7	2	0	9	6	3	0	9
57	6	0	0	6	4	2	0	6
58	5	0	0	5	2	3	0	5
59	3	0	0	3	3	0	0	3
60	6	0	0	6	3	2	1	6
61	4	1	0	5	3	2	0	5
62	5	0	0	5	3	1	1	5
63	2	0	0	2	2	0	0	2
64	4	2	0	6	5	1	0	6
65	2	0	0	2	2	0	0	2
66	1	2	0	3	3	0	0	3
67	1	1	0	2	0	2	0	2
68	0	0	0	0	0	0	0	0
69	3	0	0	3	3	0	0	3
70	2	0	0	2	1	1	0	2
71	0	0	0	0	0	0	0	0
72	0	0	0	0	0	0	0	0
73	0	0	0	0	0	0	0	0
74	0	0	0	0	0	0	0	0
75	0	0	0	0	0	0	0	0
76	2	0	0	2	1	0	1	2
77	0	0	0	0	0	0	0	0
78	0	0	0	0	0	0	0	0
79	0	0	0	0	0	0	0	0
80	1	0	0	1	0	1	0	1
81	0	0	0	0	0	0	0	0
82	1	0	0	1	1	0	0	1
83	0	0	0	0	0	0	0	0
84	0	0	0	0	0	0	0	0
85	0	0	0	0	0	0	0	0
86	0	0	0	0	0	0	0	0
87	0	0	0	0	0	0	0	0
88	0	0	0	0	0	0	0	0
89	0	0	0	0	0	0	0	0
90	0	0	0	0	0	0	0	0
91 +	0	0	0	0	0	0	0	0
NS**	9	2	89	100	84	16	0	100
Total	1,165	318	103	1,586	1027	505	53	1,586

*PD Only = Property Damage Only Collision

** NS is where the driver age is not stated.

Drinking Drivers in Collisions by Gender by Year

Table 10.10

	2007				2008				2009			
Age	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total
<16	6	2	0	8	12	9	0	21	2	7	1	10
16	25	13	0	38	20	14	0	34	24	8	0	32
17	42	13	0	55	41	19	0	60	29	8	2	39
18	66	11	0	77	72	21	0	93	47	18	1	66
19	75	25	0	100	79	29	0	108	69	24	1	94
20	58	15	0	73	66	28	1	95	82	23	1	106
21	58	14	0	72	66	19	0	85	60	20	0	80
22	50	11	0	61	77	19	0	96	49	9	0	58
23	49	15	0	64	42	12	1	55	54	9	1	64
24	42	8	0	50	37	14	0	51	50	18	0	68
25 - 34	259	76	0	335	325	101	3	429	306	84	4	394
35 - 44	153	57	0	210	161	63	2	226	169	48	0	217
45 - 54	99	36	0	135	126	37	0	163	148	32	3	183
55 - 64	37	11	0	48	46	10	0	56	54	5	0	59
65 - 74	12	5	0	17	13	4	0	17	9	3	0	12
75 >	3	1	0	4	6	0	0	6	4	0	0	4
NS *	2	1	64	67	3	1	104	108	9	2	89	100
Total	1,036	314	64	1,414	1,192	400	111	1,703	1,165	318	103	1,586

Drinking Drivers in Collisions by Collision Severity by Year

Table 10.11

	2007				2008				2009			
Age	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total
<16	5	2	1	8	12	7	2	21	7	3	0	10
16	26	11	1	38	18	13	3	34	19	12	1	32
17	33	20	2	55	41	17	2	60	23	15	1	39
18	47	28	2	77	60	32	1	93	45	19	2	66
19	63	35	2	100	58	46	4	108	51	37	6	94
20	40	31	2	73	65	24	6	95	73	29	4	106
21	42	29	1	72	57	25	3	85	54	22	4	80
22	40	19	2	61	69	24	3	96	41	17	0	58
23	39	23	2	64	35	18	2	55	42	21	1	64
24	33	15	2	50	25	26	0	51	45	21	2	68
25 - 34	223	106	6	335	278	136	15	429	244	136	14	394
35 - 44	129	72	9	210	139	77	10	226	136	76	5	217
45 - 54	77	53	5	135	97	61	5	163	113	62	8	183
55 - 64	32	14	2	48	37	17	2	56	39	15	5	59
65 - 74	10	6	1	17	8	7	2	17	9	3	0	12
75 >	3	1	0	4	4	1	1	6	2	1	1	4
NS *	59	7	1	67	89	17	2	108	84	16	0	100
Total	901	472	41	1,414	1,092	548	63	1,703	1,027	505	54	1,586

*** NS is where the driver age is not stated.**

Traffic Collision Statistics

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Traffic Collision Statistics

Table 11.1 is a detailed summary of all provincial highways in the province. The length of each section of highway, along with the average daily traffic (ADT) on that section, is used to calculate travel (kilometres in millions) and a collision rate (collisions per million vehicle kilometres) for each section.

Tables 11.2 and 11.3 summarize collisions by community, and Table 11.8 shows a similar summary by rural municipality. Collision rates are calculated based on populations, as well as travel, where applicable.

2009 Quick Facts:

- The collision rate for all provincial highways is 1.54 collisions per million vehicle kilometres (Mvkm).
- The average number of collisions per 100 people for communities with a population:
  - of 5,000 or more is 5.00
  - of 250 to 4,999 is 1.29
  - under 250 is 0.66
- Regina and Saskatoon combined account for 40% of the province's population and 44% of the collisions.
- Regina recorded 10,625 collisions, 1,524 injuries and four deaths in 2009.
- Saskatoon recorded 13,409 collisions, 1,527 injuries and five deaths in 2009.
- Alcohol was a factor in 1,594 traffic collisions in Saskatchewan during 2009.
- The collision rate for all rural municipalities is 4.61 collisions per 100 people and 2.88 collisions per million vehicle kilometres.

2009 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
1-00	Hwy 1 Section Not Known	0.0	0	0.00	118	0	0	118	0.00	0	0
1-01	Manitoba Border - Moosomin	20.2	3,770	27.81	7	2	1	10	0.36	3	1
1-02	Moosomin - Whitewood	47.1	3,799	65.30	30	6	0	36	0.55	11	0
1-03	Whitewood - Broadview	23.9	4,446	38.71	6	7	0	13	0.34	7	0
1-04	Broadview - Grenfell	25.0	4,141	37.72	12	2	1	15	0.40	2	1
1-05	Grenfell - Indian Head	57.2	4,591	95.87	42	11	0	53	0.55	13	0
1-06	Indian Head - Qu'Appelle	13.8	5,719	28.87	12	4	0	16	0.55	7	0
1-07	Qu'Appelle - Balgonie	30.2	6,734	74.31	39	4	1	44	0.59	6	1
1-08	Balgonie - Regina	18.4	16,390	110.32	95	19	4	118	1.07	33	4
1-09	Regina Bypass	7.7	26,755	75.10	5	1	0	6	0.08	2	0
1-10	Regina - Jct Hwy 39	56.6	9,957	205.55	145	21	1	167	0.81	27	2
1-11	Jct Hwy 39- Moose Jaw	4.8	11,299	19.84	16	1	0	17	0.86	1	0
1-12	Moose Jaw - N Jct Hwy 2	5.5	7,082	14.32	7	0	0	7	0.49	0	0
1-13	N Jct Hwy 2 - Mortlach	45.3	4,934	81.56	65	9	3	77	0.94	14	4
1-14	Mortlach - Chaplin	36.0	4,156	54.64	35	5	2	42	0.77	9	2
1-15	Chaplin - W Jct Hwy 19	25.6	4,278	39.94	21	3	0	24	0.60	9	0
1-16	W Jct Hwy 19 - Rush Lake	32.6	4,695	55.94	29	3	0	32	0.57	9	0
1-17	Rush Lake - Swift Current	30.6	5,361	59.78	45	11	0	56	0.94	12	0
1-18	Swift Current - Jct Hwy 32	9.3	7,597	25.70	22	6	0	28	1.09	7	0
1-19	Jct Hwy 32 - Gull Lake	46.3	4,655	78.68	52	6	1	59	0.75	10	1
1-20	Gull Lake - Sidewood	34.3	4,492	56.16	31	5	0	36	0.64	7	0
1-21	Sidewood - Maple Creek	38.9	4,421	62.70	39	9	1	49	0.78	15	1
1-22	Maple Creek - Alberta Border	39.6	4,819	69.67	20	6	0	26	0.37	6	0
	Subtotal - Hwy 1	**648.8**		**1,378.49**	**893**	**141**	**15**	**1,049**	**0.76**	**210**	**17**
2-00	Hwy 2 Section Not Known	0.0	0	0.00	134	0	0	134	0.00	0	0
2-01	U.S. Border - Rockglen	49.3	113	2.04	11	1	0	12	5.89	1	0
2-02	Rockglen - Assiniboia	53.5	409	8.00	30	2	0	32	4.00	3	0
2-03	Assiniboia - Jct Hwy 43	27.7	1,204	12.18	17	3	0	20	1.64	3	0
2-04	Jct Hwy 43 - Jct Hwy 36	44.4	1,056	17.10	26	3	0	29	1.70	5	0
2-05	Jct Hwy 36 - Moose Jaw S	26.9	1,681	16.51	26	2	0	28	1.70	2	0
2-06	Moose Jaw S - Moose Jaw N	6.9	3,325	8.34	10	0	0	10	1.20	0	0
2-07	Moose Jaw N - Tuxford	17.9	3,166	20.66	18	1	0	19	0.92	2	0
2-08	Tuxford - Chamberlain	33.3	1,802	21.87	30	2	0	32	1.46	2	0
2-09	Findlater - Liberty	33.6	450	5.52	12	1	0	13	2.36	1	0
2-10	Liberty - Imperial	29.3	603	6.44	13	1	0	14	2.17	1	0
2-11	Imperial - Watrous	36.0	963	12.63	19	1	0	20	1.58	1	0
2-12	Watrous - Young	23.1	1,212	10.19	14	4	0	18	1.77	5	0
2-13	Young - Jct Hwy 16	22.0	1,117	8.96	5	1	1	7	0.78	2	1
2-14	Jct Hwy 16 - S Jct Hwy 5	19.9	407	2.96	11	1	0	12	4.06	1	0
2-15	S Jct Hwy 5 - Jct Hwy 27	21.6	908	7.16	4	1	0	5	0.70	1	0
2-16	Jct Hwy 27 - Wakaw	35.3	676	8.70	19	1	0	20	2.30	1	0
2-17	Wakaw - St. Louis	32.9	1,154	13.84	21	5	1	27	1.95	10	1
2-18	St. Louis - Prince Albert	26.3	1,647	15.78	38	4	0	42	2.66	5	0
2-19	Prince Albert S - Jct Hwy 55	4.4	7,580	12.15	7	2	0	9	0.74	2	0
2-20	Jct Hwy 55 - Christopher Lake	37.2	5,092	69.13	54	11	0	65	0.94	16	0
2-21	Christopher Lake - Jct Hwy 264	37.0	1,581	21.37	22	1	0	23	1.08	2	0
2-22	Jct Hwy 264 - Weyakwin Lake	45.7	727	12.13	10	1	0	11	0.91	1	0
2-23	Weyakwin Lake - Jct Hwy 165	85.7	867	27.13	11	0	0	11	0.41	0	0
2-24	Jct Hwy 165 - La Ronge	32.4	1,741	20.58	21	4	0	25	1.21	7	0
	Subtotal - Hwy 2	**782.0**		**361.37**	**583**	**53**	**2**	**638**	**1.77**	**74**	**2**
3-00	Hwy 3 Section Not Known	0.0	0	0.00	62	0	0	62	0.00	0	0
3-01	Manitoba Border - Erwood	35.4	126	1.62	5	0	0	5	3.08	0	0
3-02	Erwood - Hudson Bay	14.1	676	3.47	3	2	0	5	1.44	2	0

2009 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
3-03	Hudson Bay - Prairie River	40.9	592	8.84	11	1	0	12	1.36	1	0
3-04	Prairie River - S Jct Hwy 23	53.3	593	11.54	17	1	1	19	1.65	4	1
3-05	S Jct Hwy 23 - Tisdale	20.6	1,623	12.20	9	1	0	10	0.82	1	0
3-06	Tisdale - Melfort	34.3	2,220	27.81	33	6	0	39	1.40	7	0
3-07	Melfort - Kinistino	27.5	1,906	19.15	11	0	0	11	0.57	0	0
3-08	Kinistino - Birch Hills	27.3	1,977	19.69	10	2	0	12	0.61	5	0
3-09	Birch Hills - Prince Albert	33.1	3,016	36.42	32	6	0	38	1.04	8	0
3-11	Prince Albert - Shellbrook	43.1	3,691	58.05	57	9	0	66	1.14	11	0
3-12	Shellbrook - Cameo	10.3	1,628	6.10	8	4	0	12	1.97	7	0
3-13	Cameo - Shell Lake	46.6	746	12.69	25	3	0	28	2.21	3	0
3-14	Shell Lake - Spiritwood	24.6	1,086	9.76	38	1	0	39	4.00	1	0
3-15	Spiritwood - Glaslyn	55.5	783	15.88	56	1	0	57	3.59	1	0
3-16	Glaslyn - Turtleford	45.3	634	10.49	17	1	0	18	1.72	2	0
3-17	Jct Hwy 26 - N Sask. River	30.1	1,326	14.56	25	2	1	28	1.92	3	1
3-18	N Sask. River - Alberta Border	26.4	1,504	14.50	16	3	0	19	1.31	5	0
	Subtotal - Hwy 3	**568.3**		**282.76**	**435**	**43**	**2**	**480**	**1.70**	**61**	**2**
4-00	Hwy 4 Section Not Known	0.0	0	0.00	91	0	0	91	0.00	0	0
4-01	U.S. Border - Val Marie	31.3	114	1.30	6	0	0	6	4.61	0	0
4-02	Val Marie - Cadillac	54.7	203	4.05	14	0	1	15	3.71	0	1
4-03	Cadillac - Jct Hwy 43	26.3	673	6.45	13	1	0	14	2.17	2	0
4-04	Jct Hwy 43 - Swift Current	38.8	2,200	31.13	43	6	1	50	1.61	14	2
4-05	Swift Current - Sask. Landing	48.1	1,797	31.51	47	4	0	51	1.62	5	0
4-06	Sask. Landing - Sanctuary	41.7	1,383	21.04	28	2	0	30	1.43	2	0
4-07	Sanctuary - Elrose	23.5	1,311	11.26	15	0	0	15	1.33	0	0
4-08	Elrose - Rosetown	37.8	1,531	21.14	17	1	0	18	0.85	3	0
4-09	Rosetown - Jct Hwy 31	11.7	1,161	4.97	7	1	0	8	1.61	1	0
4-10	Jct Hwy 31 - Biggar	46.8	717	12.25	19	1	0	20	1.63	1	0
4-11	Biggar - Struan Grid	34.3	517	6.47	15	0	0	15	2.32	0	0
4-12	Struan Grid - Red Pheasant	20.9	533	4.06	6	0	0	6	1.48	0	0
4-13	Red Pheasant - Battleford	35.7	1,782	23.19	37	6	0	43	1.85	14	0
4-14	Battleford - Jct Hwy 26	21.0	5,839	44.84	20	6	2	28	0.62	10	2
4-15	Jct Hwy 26 - Cochin	17.3	2,766	17.42	13	2	0	15	0.86	6	0
4-16	Cochin - Glaslyn	29.6	1,569	16.93	18	2	0	20	1.18	2	0
4-17	Glaslyn - Meadow Lake	89.2	1,142	37.16	48	9	2	59	1.59	12	2
4-18	Meadow Lake - Jct Hwy 104	30.5	677	7.54	19	0	0	19	2.52	0	0
	Subtotal - Hwy 4	**638.9**		**302.70**	**476**	**41**	**6**	**523**	**1.73**	**72**	**7**
5-00	Hwy 5 Section Not Known	0.0	0	0.00	78	0	0	78	0.00	0	0
5-01	Togo - Kamsack	32.9	388	4.66	3	2	0	5	1.07	2	0
5-02	Kamsack - Canora	36.7	949	12.72	13	2	0	15	1.18	2	0
5-03	Canora - Invermay	54.7	703	14.04	8	4	0	12	0.85	5	0
5-04	Invermay - Wadena	46.5	775	13.14	15	1	0	16	1.22	1	0
5-05	Wadena - Watson	53.6	975	19.10	34	6	1	41	2.15	11	1
5-06	Watson - Humboldt	39.4	2,416	34.77	41	6	0	47	1.35	8	0
5-07	Humboldt - N Jct Hwy 2	41.7	2,303	35.05	34	2	0	36	1.03	4	0
5-08	S Jct Hwy 2 - Patience Lake	40.8	2,071	30.84	42	7	0	49	1.59	10	0
5-09	Patience Lake - Saskatoon	11.4	3,140	13.05	22	2	1	25	1.92	2	1
5-10	College Drive in Saskatoon	3.9	11,540	16.34	2	1	0	3	0.18	1	0
	Subtotal - Hwy 5	**361.6**		**193.72**	**292**	**33**	**2**	**327**	**1.69**	**46**	**2**
6-00	Hwy 6 Section Not Known	0.0	0	0.00	67	0	0	67	0.00	0	0
6-01	U.S. Border - Jct Hwy 18	16.4	290	1.74	2	0	0	2	1.15	0	0
6-02	Jct Hwy 18 - Jct Hwy 13	55.5	424	8.58	11	0	0	11	1.28	0	0
6-03	Jct Hwy 13 - S Jct Hwy 39	43.3	712	11.26	16	2	0	18	1.60	2	0

2009 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
6-04	S Jct Hwy 39 - Regina South	38.1	4,011	55.77	23	3	0	26	0.47	3	0
6-05	Regina South - Regina North	2.4	10,530	9.34	2	1	0	3	0.32	1	0
6-06	Regina North - Piapot FN	26.4	3,351	32.24	45	3	0	48	1.49	6	0
6-07	Piapot FN - Southey	24.2	2,425	21.44	22	3	0	25	1.17	3	0
6-08	Southey - Raymore	54.1	1,461	28.87	30	4	0	34	1.18	7	0
6-09	Raymore - Dafoe	38.0	1,068	14.82	20	3	0	23	1.55	4	0
6-10	Dafoe - Watson	43.0	1,020	16.02	20	4	1	25	1.56	6	2
6-11	Watson - Naicam	32.8	1,384	16.58	22	0	0	22	1.33	0	0
6-12	Naicam - Silver Park	26.6	1,199	11.63	15	2	0	17	1.46	2	0
6-13	Silver Park - Melfort	23.0	1,472	12.34	10	3	0	13	1.05	6	0
6-14	Melfort - Gronlid	31.8	1,049	12.16	21	1	1	23	1.89	3	1
6-15	Gronlid - Choiceland	43.3	263	4.15	14	0	0	14	3.38	0	0
	Subtotal - Hwy 6	**498.9**		**256.92**	**340**	**29**	**2**	**371**	**1.44**	**43**	**3**
7-00	Hwy 7 Section Not Known	0.0	0	0.00	53	0	0	53	0.00	0	0
7-01	Saskatoon - Jct Hwy 60	2.1	8,180	6.33	11	3	0	14	2.21	4	0
7-02	Jct Hwy 60 - Delisle	30.4	5,237	58.16	56	12	1	69	1.19	20	1
7-03	Delisle - Harris	37.9	2,860	39.52	28	5	0	33	0.84	7	0
7-04	Harris - Rosetown	36.4	3,023	40.13	38	8	1	47	1.17	13	1
7-05	Rosetown - Brock	52.4	2,413	46.14	42	8	0	50	1.08	13	0
7-06	Brock - Kindersley	31.0	2,813	31.87	21	4	0	25	0.78	4	0
7-07	Kindersley - Jct Hwy 307	21.2	2,380	18.40	9	0	0	9	0.49	0	0
7-08	Jct Hwy 307 - Alsask	40.0	1,815	26.52	20	5	0	25	0.94	5	0
	Subtotal - Hwy 7	**251.4**		**267.06**	**278**	**45**	**2**	**272**	**1.02**	**66**	**2**
8-00	Hwy 8 Section Not Known	0.0	0	0.00	38	0	0	38	0.00	0	0
8-01	U.S. Border - Carievale	19.9	293	2.12	5	0	0	5	2.36	0	0
8-02	Carievale - Redvers	45.6	423	7.04	28	1	0	29	4.12	1	0
8-03	Redvers - Fairlight	34.0	210	2.61	11	1	0	12	4.60	1	0
8-04	Fairlight - Moosomin	29.9	834	9.11	14	0	0	14	1.54	0	0
8-05	Moosomin - Qu'Appelle River	40.5	1,332	19.70	42	2	0	44	2.23	2	0
8-06	Qu'Appelle River - Langenburg	41.9	764	11.67	11	1	1	13	1.11	2	2
8-07	Langenburg - Wroxton	46.9	153	2.61	5	2	0	7	2.68	2	0
8-08	Wroxton - Kamsack	38.0	628	8.71	22	2	0	24	2.75	2	0
8-09	Kamsack - Pelly	31.8	1,325	15.39	11	2	0	13	0.84	5	0
8-10	Pelly - Norquay	41.4	160	2.42	4	0	0	4	1.65	0	0
	Subtotal - Hwy 8	**370.0**		**81.39**	**191**	**11**	**1**	**203**	**2.49**	**15**	**2**
9-00	Hwy 9 Section Not Known	0.0	0	0.00	91	2	0	93	0.00	2	0
9-01	U.S. Border - Jct Hwy 18	26.8	281	2.75	3	0	0	3	1.09	0	0
9-02	Jct Hwy 18 - Carlyle	46.9	1,479	25.31	22	1	0	23	0.91	1	0
9-03	Carlyle - Jct Hwy 48	43.5	1,717	27.24	26	3	0	29	1.06	4	0
9-04	Jct Hwy 48 - Whitewood	37.0	843	11.39	17	2	0	19	1.67	4	0
9-05	Whitewood - Qu'Appelle River	19.0	908	6.30	8	3	0	11	1.75	4	0
9-06	Qu'Appelle River - Jct Hwy 22	36.5	1,000	13.32	23	2	0	25	1.88	2	0
9-07	Jct Hwy 22 - Jct Hwy 15	21.3	1,059	8.23	14	1	0	15	1.82	1	0
9-08	Jct Hwy 15 - Yorkton	33.0	1,205	14.49	37	9	0	46	3.17	18	0
9-09	Yorkton - Canora	46.2	3,089	52.12	57	8	0	65	1.25	8	0
9-10	Canora - Jct Hwy 49	27.7	1,349	13.61	15	1	0	16	1.18	1	0
9-11	Jct Hwy 49 - Preeceville	20.0	1,335	9.73	11	0	0	11	1.13	0	0
9-12	Preeceville - Usherville	31.0	427	4.83	10	2	0	12	2.48	2	0
9-13	Usherville - Bertwell	42.5	195	3.03	1	2	0	3	0.99	2	0
9-14	Bertwell - Hudson Bay	38.6	404	5.70	11	0	0	11	1.93	0	0
9-15	Hudson Bay - Manitoba Border	123.1	59	2.65	6	0	1	7	2.64	1	1
	Subtotal - Hwy 9	**593.0**		**200.72**	**352**	**36**	**1**	**389**	**1.94**	**50**	**1**

2009 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
10-00	Hwy 10 Section Not Known	0.0	0	0.00	60	0	0	60	0.00	0	0
10-01	Manitoba Border - Wroxton	25.0	781	7.12	12	2	0	14	1.97	2	0
10-02	Wroxton - Yorkton	37.6	1,602	21.97	38	4	0	42	1.91	6	0
10-03	Yorkton - Melville	41.9	3,220	49.23	52	6	0	58	1.18	8	0
10-04	Melville - Jct Hwy 22	46.2	2,194	36.96	30	8	0	38	1.03	11	0
10-05	Jct Hwy 22 - Fort Qu'Appelle	25.3	3,010	27.84	36	4	0	40	1.44	11	0
10-06	Fort Qu'Appelle - Balgonie	44.4	4,087	66.19	80	8	1	89	1.34	16	1
	Subtotal - Hwy 10	**220.3**		**209.30**	**308**	**32**	**1**	**341**	**1.63**	**54**	**1**
11-00	Hwy 11 Section Not Known	0.0	0	0.00	175	1	0	176	0.00	1	0
11-01	Regina - Lumsden	25.9	11,166	105.60	75	15	1	91	0.86	26	1
11-02	Lumsden - Bethune	25.9	6,087	57.63	44	5	0	49	0.85	5	0
11-03	Bethune - E Jct Hwy 2	19.2	4,795	33.66	23	5	1	29	0.86	6	1
11-04	E Jct Hwy 2 - Aylesbury	24.7	4,785	43.07	39	5	0	44	1.02	7	0
11-05	Aylesbury - Davidson	45.4	4,915	81.36	63	16	1	80	0.98	32	1
11-06	Davidson - Kenaston	32.1	5,317	62.24	50	12	0	62	1.00	18	0
11-07	Kenaston - Dundurn	38.9	5,971	84.80	41	8	0	49	0.58	15	0
11-08	Dundurn - Saskatoon	31.8	8,081	93.88	90	24	0	114	1.21	36	0
11-10	Saskatoon - Warman	15.6	12,012	68.50	43	7	1	51	0.74	9	1
11-11	Warman - Rosthern	43.0	5,812	91.21	52	10	0	62	0.68	14	0
11-12	Rosthern - Duck Lake	18.3	4,186	27.96	20	6	0	26	0.93	19	0
11-13	Duck Lake - Prince Albert	49.0	3,759	67.19	64	10	1	75	1.12	19	2
	Subtotal - Hwy 11	**369.8**		**817.11**	**779**	**124**	**5**	**908**	**1.11**	**207**	**6**
12-00	Hwy 12 Section Not Known	0.0	0	0.00	36	0	0	36	0.00	0	0
12-01	Jct Hwy 11 - Hepburn	36.4	6,183	82.05	83	15	1	99	1.21	29	1
12-02	Hepburn - Blaine Lake	38.2	1,637	22.83	24	2	0	26	1.14	3	0
12-03	Blaine Lake - Big Grass Lake	39.1	476	6.80	13	0	0	13	1.91	0	0
12-04	Big Grass Lake - Shell Lake	21.0	445	3.42	20	1	0	21	6.15	1	0
	Subtotal - Hwy 12	**134.7**		**115.10**	**176**	**18**	**1**	**195**	**1.69**	**33**	**1**
13-00	Hwy 13 Section Not Known	0.0	0	0.00	58	0	0	58	0.00	0	0
13-01	Manitoba Border - Redvers	19.7	973	7.00	9	0	0	9	1.29	0	0
13-02	Redvers - Carlyle	42.3	1,532	23.67	22	2	0	24	1.01	2	0
13-03	Carlyle - Stoughton	54.5	2,447	48.67	40	9	1	50	1.03	14	1
13-04	Stoughton - Griffin	31.0	1,539	17.41	14	1	1	16	0.92	1	1
13-05	Griffin - Weyburn	27.6	1,705	17.16	26	1	0	27	1.57	1	0
13-06	Weyburn - Jct Hwy 28	31.1	1,233	13.98	27	0	0	27	1.93	0	0
13-07	Jct Hwy 28 - Jct Hwy 6	22.8	653	5.44	12	0	0	12	2.20	0	0
13-08	Jct Hwy 6 - Jct Hwy 34	39.8	635	9.22	21	0	0	21	2.28	0	0
13-09	Jct Hwy 34 - Jct Hwy 36	30.6	296	3.31	3	1	0	4	1.21	1	0
13-10	Jct Hwy 36 - Assiniboia	36.5	561	7.47	15	4	0	19	2.54	4	0
13-11	Assiniboia - Lafleche	42.6	868	13.51	17	1	0	18	1.33	1	0
13-12	Lafleche - Kincaid	32.3	496	5.84	12	1	0	13	2.22	2	0
13-13	Kincaid - Cadillac	54.9	449	9.00	28	1	1	30	3.33	1	3
13-14	Cadillac - Jct Hwy 37	49.5	234	4.22	16	1	0	17	4.03	1	0
13-15	Shaunavon - Eastend	34.3	552	6.92	7	0	0	7	1.01	0	0
13-16	Eastend - E Jct Hwy 21	52.5	184	3.52	16	0	0	16	4.54	0	0
13-17	E Jct Hwy 21 - Govanlock	44.1	185	2.98	6	0	0	6	2.01	0	0
13-18	Govanlock - Alberta Border	14.5	45	0.24	0	0	0	0	0.00	0	0
	Subtotal - Hwy 13	**660.6**		**199.57**	**349**	**22**	**3**	**374**	**1.87**	**28**	**5**
14-00	Hwy 14 Section Not Known	0.0	0	0.00	52	0	0	52	0.00	0	0
14-12	Saskatoon - Asquith	28.7	3,220	33.75	53	6	0	59	1.75	13	0

2009 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions: Property Damage	Collisions: Personal Injury	Collisions: Fatal	Collisions: Total	Acc/ MvKm	Persons: Injured	Persons: Killed
14-13	Asquith - Perdue	22.7	1,948	16.14	20	3	0	23	1.43	4	0
14-14	Perdue - Biggar	31.6	1,856	21.40	38	6	0	44	2.06	6	0
14-15	Biggar - Landis	35.6	892	11.60	16	0	0	16	1.38	0	0
14-16	Landis - Wilkie	31.5	944	10.84	13	2	0	15	1.38	2	0
14-17	Wilkie - Unity	30.3	1,569	17.33	18	2	0	20	1.15	2	0
14-18	Unity - Salvador Grid	29.2	1,165	12.42	16	4	0	20	1.61	6	0
14-19	Salvador Grid - Alberta Border	33.8	1,067	13.17	20	5	0	25	1.90	7	0
	Subtotal - Hwy 14	**243.3**		**136.63**	**246**	**28**	**0**	**274**	**2.01**	**40**	**0**
15-00	Hwy 15 Section Not Known	0.0	0	0.00	40	0	0	40	0.00	0	0
15-02	Bredenbury - Jct Hwy 9	32.9	235	2.82	11	1	1	13	4.61	2	1
15-03	Jct Hwy 9 - Melville	22.5	608	4.99	17	3	0	20	4.00	4	0
15-04	Melville - Jct Hwy 52	58.7	544	11.65	21	3	0	24	2.06	4	0
15-05	Jct Hwy 52 - Leross	26.5	514	4.96	9	0	0	9	1.81	0	0
15-06	Leross - Raymore	51.9	650	12.31	26	2	0	28	2.27	3	0
15-07	Raymore - S Jct Hwy 20	32.7	263	3.14	6	0	0	6	1.91	0	0
15-08	Nokomis - Jct Hwy 2	31.0	318	3.60	9	1	0	10	2.78	1	0
15-09	Jct Hwy 2 - Kenaston	56.6	227	4.68	11	0	0	11	2.35	0	0
15-10	Kenaston - Jct Hwy 19	22.8	760	6.32	3	0	0	3	0.47	0	0
15-11	Jct Hwy 19 - Outlook	34.5	1,298	16.36	13	0	0	13	0.79	0	0
15-12	Outlook - Milden	27.8	1,159	11.77	10	0	0	10	0.85	0	0
15-13	Milden - Rosetown	36.3	899	11.90	6	2	0	8	0.67	3	0
	Subtotal - Hwy 15	**434.2**		**94.52**	**182**	**12**	**1**	**195**	**2.06**	**17**	**1**
16-00	Hwy 16 Section Not Known	0.0	0	0.00	201	1	0	202	0.00	1	0
16-11	Manitoba Border - Churchbridge	30.5	1,817	20.23	19	2	0	21	1.04	2	0
16-12	Churchbridge - Yorkton	52.7	2,550	49.01	49	2	0	51	1.04	3	0
16-13	Yorkton - Springside	22.0	2,907	23.38	18	5	0	23	0.98	7	0
16-14	Springside - Insinger	31.0	1,981	22.45	7	1	0	8	0.36	1	0
16-15	Insinger - Tuffnell	22.6	1,766	14.54	10	1	0	11	0.76	3	0
16-16	Tuffnell - Elfros	38.0	1,874	25.99	13	0	0	13	0.50	0	0
16-17	Elfros - Dafoe	49.0	2,261	40.43	49	7	1	57	1.41	12	1
16-18	Dafoe - Guernsey	42.1	2,232	34.25	42	5	0	47	1.37	7	0
16-19	Guernsey - Jct Hwy 2	44.7	2,329	38.01	29	3	0	32	0.84	3	0
16-20	Jct Hwy 2 - Saskatoon	63.1	4,908	113.00	67	7	3	77	0.68	11	3
16-23	Jct Hwy 11 - North Sask. River	41.0	7,417	110.99	65	11	0	76	0.68	16	0
16-24	North Sask. River - Radisson	19.3	5,917	41.60	67	5	0	72	1.73	10	0
16-25	Radisson - Denholm	48.4	5,979	105.65	40	8	0	48	0.45	12	0
16-26	Denholm - North Battleford	23.4	5,784	49.42	35	3	0	38	0.77	4	0
16-27	North Battleford - Bresaylor	41.8	4,538	69.27	51	7	0	58	0.84	14	0
16-28	Bresaylor - Maidstone	39.9	4,352	63.44	45	4	1	50	0.79	5	1
16-29	Maidstone - Marshall	36.2	5,779	76.32	52	1	1	54	0.71	3	1
16-30	Marshall - Lloydminster	15.8	7,488	43.18	30	7	0	37	0.86	15	0
	Subtotal - Hwy 16	**561.5**		**941.16**	**889**	**80**	**6**	**975**	**1.04**	**129**	**6**
17-00	Hwy 17 Section Not Known	0.0	0	0.00	14	1	0	15	0.00	1	0
17-03	Macklin - Alberta Border	57.0	701	14.59	14	0	0	14	0.96	0	0
17-04	Jct Hwy 14 (Alta) - Lone Rock	24.2	1,868	16.51	7	0	0	7	0.42	0	0
17-05	Alberta Border - Lloydminster	22.0	2,981	23.90	15	3	0	18	0.75	7	0
17-06	Lloydminster - Jct Hwy 3	23.0	3,962	33.32	22	1	3	26	0.78	7	4
17-07	Jct Hwy 3 - N Sask. River	10.7	1,568	6.12	7	1	0	8	1.31	1	0
17-08	N Sask. River - Onion Lake	12.9	1,618	7.64	4	5	0	9	1.18	5	0
	Subtotal - Hwy 17	**149.9**		**102.08**	**83**	**11**	**3**	**97**	**0.95**	**21**	**4**
18-00	Hwy 18 Section Not Known	0.0	0	0.00	47	0	0	47	0.00	0	0

2009 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
18-01	Manitoba Border - Carievale	19.6	760	5.43	10	1	0	11	2.03	1	0
18-02	Carievale - Jct Hwy 9	48.1	1,646	28.86	51	2	0	53	1.84	2	0
18-03	Jct Hwy 9 - Bienfait	44.1	2,054	33.08	34	2	1	37	1.12	3	1
18-04	Estevan - Torquay	38.3	620	8.65	9	0	0	9	1.04	0	0
18-05	Torquay - Oungre	22.8	313	2.60	6	0	0	6	2.31	0	0
18-06	Oungre - Lake Alma	29.3	190	2.03	3	0	0	3	1.48	0	0
18-07	Lake Alma - N Jct Hwy 6	28.0	167	1.70	2	1	0	3	1.76	1	0
18-08	S Jct Hwy 6 - Big Beaver	48.3	79	1.39	4	1	0	5	3.60	1	0
18-09	Big Beaver - E Jct Hwy 36	19.9	302	2.19	5	0	0	5	2.28	0	0
18-10	W Jct Hwy 36 - Rockglen	23.7	276	2.39	5	1	0	6	2.51	3	0
18-11	Rockglen - Wood Mountain	32.1	76	0.89	4	0	0	4	4.50	0	0
18-12	Wood Mountain - Jct Hwy 19	52.4	169	3.23	12	2	0	14	4.33	7	0
18-13	Jct Hwy 19 - Ponteix Grid	37.0	175	2.36	6	0	0	6	2.54	0	0
18-14	Ponteix Grid - Val Marie	35.7	74	0.96	1	0	0	1	1.04	0	0
18-15	S Jct Hwy 4 - Climax	42.2	117	1.80	4	0	0	4	2.22	0	0
18-16	Climax - Divide	65.7	157	3.75	7	0	0	7	1.86	0	0
18-17	Divide - Robsart	31.0	56	0.63	1	0	0	1	1.58	0	0
	Subtotal - Hwy 18	**617.9**		**101.97**	**211**	**10**	**1**	**222**	**2.18**	**18**	**1**
19-00	Hwy 19 Section Not Known	0.0	0	0.00	13	0	0	13	0.00	0	0
19-01	Jct Hwy 18 - Kincaid	26.3	225	2.16	10	1	0	11	5.09	1	0
19-02	Kincaid - S Jct Hwy 43	24.8	102	0.92	3	0	0	3	3.25	0	0
19-03	S Jct Hwy 43 - Jct Hwy 1	60.0	246	5.40	14	0	0	14	2.59	0	0
19-04	Chaplin - Central Butte	43.4	246	3.89	16	0	0	16	4.12	0	0
19-05	E Jct Hwy 42 - Elbow	40.6	335	4.97	6	0	0	6	1.21	0	0
19-06	Elbow - Jct Hwy 15	42.2	519	7.99	12	0	0	12	1.50	0	0
	Subtotal - Hwy 19	**237.3**		**25.33**	**74**	**1**	**0**	**75**	**2.96**	**1**	**0**
20-00	Hwy 20 Section Not Known	0.0	0	0.00	39	0	0	39	0.00	0	0
20-01	Lumsden - Jct Hwy 22	36.6	1,573	20.98	52	3	0	55	2.62	3	0
20-02	Jct Hwy 22 - Jct Hwy 15	55.3	584	11.78	43	0	0	43	3.65	0	0
20-03	Jct Hwy 15 - W Jct Hwy 16	47.6	466	8.09	18	1	0	19	2.35	1	0
20-04	W Jct Hwy 16 - Humboldt	36.5	761	10.15	18	0	0	18	1.77	0	0
20-05	Humboldt - Pilger	32.8	567	6.79	11	2	0	13	1.92	4	0
20-06	Pilger - Crystal Springs	44.9	206	3.38	6	0	1	7	2.07	1	1
20-07	Crystal Springs - Jct Hwy 3	22.6	218	1.80	4	2	0	6	3.34	4	0
	Subtotal - Hwy 20	**276.3**		**62.97**	**191**	**8**	**1**	**200**	**3.18**	**13**	**1**
21-00	Hwy 21 Section Not Known	0.0	0	0.00	42	0	0	42	0.00	0	0
21-01	U.S. Border - Govenlock	29.5	24	0.25	0	0	0	0	0.00	0	0
21-03	Jct Hwy 13 - Cypress Hills	34.4	344	4.31	5	0	0	5	1.16	0	0
21-04	Cypress Hills - Maple Creek	27.5	614	6.16	26	0	0	26	4.22	0	0
21-05	Maple Creek - Jct Hwy 1	8.3	1,950	5.89	5	0	0	5	0.85	0	0
21-06	Jct Hwy 1 - Fox Valley	52.8	647	12.46	11	0	0	11	0.88	0	0
21-07	Fox Valley - Leader	50.1	442	8.08	6	0	0	6	0.74	0	0
21-08	Leader - Eatonia	41.1	397	5.95	14	2	0	16	2.69	2	0
21-09	Glidden - Kindersley	26.2	988	9.44	9	1	0	10	1.06	1	0
21-10	Kindersley - Jct Hwy 31	36.0	1,628	21.39	16	1	0	17	0.79	1	0
21-11	Jct Hwy 31 - Kerrobert	13.6	1,278	6.34	5	0	0	5	0.79	0	0
21-12	Kerrobert - Unity	59.3	617	13.34	18	3	0	21	1.57	3	0
21-13	Unity - E Jct Hwy 40	35.7	592	7.71	9	0	0	9	1.17	0	0
21-14	W Jct Hwy 40 - Maidstone	30.9	512	5.78	8	1	0	9	1.56	1	0
21-15	Maidstone - E Jct Hwy 3	52.4	944	18.05	25	3	0	28	1.55	7	0
21-16	Paradise Hill - Peck Lake	36.7	187	2.50	3	0	0	3	1.20	0	0
21-17	Peck Lake - Ministikwan Lake	21.3	107	0.83	3	1	0	4	4.80	2	0

2009 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
21-18	Ministikwan Lake - Pierceland	43.7	318	5.07	10	4	2	16	3.16	18	2
21-19	Pierceland - Northern Pine	22.2	104	0.84	5	2	0	7	8.33	3	0
	Subtotal - Hwy 21	**621.5**		**134.40**	**220**	**18**	**2**	**240**	**1.79**	**38**	**2**
22-00	Hwy 22 Section Not Known	0.0	0	0.00	20	0	0	20	0.00	0	0
22-01	Man. Border - S Jct Hwy 8	13.1	150	0.72	4	0	0	4	5.58	0	0
22-02	S Jct Hwy 8 - Stockholm	40.8	1,291	19.23	29	2	0	31	1.61	2	0
22-03	N Jct Hwy 9 - Jct Hwy 47	24.6	283	2.55	4	1	0	5	1.96	2	0
22-04	Killaly - Jct Hwy 10	51.8	416	7.87	15	5	0	20	2.54	6	0
22-05	Lipton - Southey	50.9	570	10.59	14	0	0	14	1.32	0	0
22-06	Southey - Jct Hwy 20	26.6	309	3.00	9	2	0	11	3.66	2	0
	Subtotal - Hwy 22	**207.8**		**43.96**	**95**	**10**	**0**	**105**	**2.39**	**12**	**0**
23-00	Hwy 23 Section Not Known	0.0	0	0.00	9	0	0	9	0.00	0	0
23-01	Jct Hwy 9 - Somme	31.6	126	1.45	3	1	0	4	2.75	2	0
23-02	Somme - Chelan	30.2	584	6.45	11	0	0	11	1.71	0	0
23-03	Chelan - Crooked River	37.9	499	6.90	9	1	0	10	1.45	1	0
23-04	N Jct Hwy 3 - Jct Hwy 55	63.2	574	13.25	13	1	0	14	1.06	1	0
	Subtotal - Hwy 23	**162.9**		**28.05**	**45**	**3**	**0**	**48**	**1.71**	**4**	**0**
24-00	Hwy 24 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
24-01	Spiritwood - Leoville	32.2	774	9.11	10	4	0	14	1.54	9	0
24-02	Leoville - Chitek Lake	25.3	601	5.56	6	3	1	10	1.80	4	2
	Subtotal - Hwy 24	**57.6**		**14.66**	**18**	**7**	**1**	**26**	**1.77**	**13**	**2**
25-01	Birch Hills - St. Louis	29.1	256	2.71	6	1	0	7	2.58	1	0
26-00	Hwy 26 Section Not Known	0.0	0	0.00	19	0	0	19	0.00	0	0
26-01	Jct Hwy 4 - Meota	15.5	1,066	6.01	3	0	0	3	0.50	0	0
26-02	Meota - Turtleford	54.2	986	19.49	20	2	0	22	1.13	2	0
26-03	Turtleford - N Jct Hwy 3	29.4	727	7.81	17	4	0	21	2.69	4	0
26-04	N Jct Hwy 3 - Loon Lake	47.7	671	11.67	25	1	0	26	2.23	5	0
26-05	Loon Lake - Goodsoil	52.0	488	9.27	20	3	1	24	2.59	6	1
	Subtotal - Hwy 26	**198.7**		**54.24**	**104**	**10**	**1**	**115**	**2.12**	**17**	**1**
27-01	Jct Hwy 2 - Aberdeen	34.0	507	6.28	11	3	0	14	2.23	3	0
28-00	Hwy 28 Section Not Known	0.0	0	0.00	6	0	0	6	0.00	0	0
28-01	Lake Alma - Radville	39.8	195	2.83	10	0	0	10	3.54	0	0
28-02	Radville - Jct Hwy 13	20.1	612	4.48	7	1	0	8	1.79	1	0
	Subtotal - Hwy 28	**59.9**		**7.30**	**23**	**1**	**0**	**24**	**3.29**	**1**	**0**
29-00	Hwy 29 Section Not Known	0.0	0	0.00	13	0	0	13	0.00	0	0
29-01	Wilkie - Cloan Grid	23.1	953	8.04	6	0	1	7	0.87	0	1
29-02	Cloan Grid - Battleford	25.9	1,067	10.10	12	0	0	12	1.19	0	0
	Subtotal - Hwy 29	**49.1**		**18.14**	**31**	**0**	**1**	**32**	**1.76**	**0**	**1**
30-01	S Sask. River - Eston	21.4	120	0.94	1	0	0	1	1.07	0	0
30-02	Eston - Jct Hwy 7	37.0	216	2.92	0	0	0	0	0.00	0	0
	Subtotal - Hwy 30	**58.3**		**3.86**	**1**	**0**	**0**	**1**	**0.26**	**0**	**0**
31-00	Hwy 31 Section Not Known	0.0	0	0.00	5	0	0	5	0.00	0	0
31-01	Jct Hwy 4 - Plenty	58.2	210	4.46	17	0	0	17	3.82	0	0
31-02	Plenty - S Jct Hwy 21	35.8	363	4.74	11	1	0	12	2.53	1	0
31-03	Kerrobert - Salvador	37.7	632	8.70	14	2	0	16	1.84	2	0
31-04	Salvador - Macklin	37.8	868	11.97	14	1	0	15	1.25	1	0
	Subtotal - Hwy 31	**169.5**		**29.86**	**61**	**4**	**0**	**65**	**2.18**	**4**	**0**

2009 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
32-00	Hwy 32 Section Not Known	0.0	0	0.00	10	0	0	10	0.00	0	0
32-01	Jct Hwy 1 - Success	22.9	1,317	11.02	5	1	0	6	0.54	1	0
32-02	Success - Cabri	33.6	852	10.47	10	0	0	10	0.96	0	0
32-03	Cabri - Lancer	38.9	482	6.84	14	2	0	16	2.34	3	0
32-04	Lancer - Leader	47.4	344	5.95	6	1	0	7	1.18	1	0
	Subtotal - Hwy 32	**142.8**		**34.27**	**45**	**4**	**0**	**49**	**1.43**	**5**	**0**
33-00	Hwy 33 Section Not Known	0.0	0	0.00	24	0	0	24	0.00	0	0
33-01	Stoughton - Fillmore	38.2	1,188	16.55	19	4	0	23	1.39	6	0
33-02	Fillmore - Francis	39.1	1,066	15.20	30	1	0	31	2.04	1	0
33-03	Francis - Kronau	38.4	2,012	28.19	19	2	0	21	0.75	4	0
33-04	Kronau - Regina	20.2	2,928	21.58	18	4	0	22	1.02	7	0
	Subtotal - Hwy 33	**135.8**		**81.52**	**110**	**11**	**0**	**121**	**1.48**	**18**	**0**
34-00	Hwy 34 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
34-01	U.S. Border - Bengough	46.4	167	2.83	9	0	0	9	3.18	0	0
34-02	Bengough - Jct Hwy 13	16.3	396	2.36	1	0	0	1	0.42	0	0
	Subtotal - Hwy 34	**62.7**		**5.19**	**14**	**0**	**0**	**14**	**2.70**	**0**	**0**
35-00	Hwy 35 Section Not Known	0.0	0	0.00	61	0	0	61	0.00	0	0
35-01	U.S. Border - Oungre	16.2	148	0.88	2	0	0	2	2.28	0	0
35-02	Oungre - Colgate	28.5	428	4.45	12	0	0	12	2.70	0	0
35-03	Colgate - Weyburn	29.1	1,068	11.32	15	1	0	16	1.41	1	0
35-04	Weyburn - Francis	47.7	963	16.76	31	1	0	32	1.91	1	0
35-05	Jct Hwy 33 - Jct Hwy 48	23.2	226	1.91	1	0	0	1	0.52	0	0
35-06	Jct Hwy 48 - Qu'Appelle	24.6	251	2.25	4	1	0	5	2.22	4	0
35-07	Qu'Appelle - Jct Hwy 10	19.8	347	2.50	6	0	0	6	2.40	0	0
35-08	Fort Qu'Appelle - Lipton	15.2	1,430	7.91	7	1	0	8	1.01	1	0
35-09	Lipton - Leross	43.2	664	10.47	18	2	0	20	1.91	3	0
35-10	Leross - Elfros	50.4	435	8.00	15	2	0	17	2.12	2	0
35-11	Elfros - Wadena	23.7	737	6.37	5	1	0	6	0.94	1	0
35-12	Wadena - Jct Hwy 49	21.7	869	6.89	5	0	0	5	0.73	0	0
35-13	Jct Hwy 49 - Jct Hwy 349	46.4	603	10.21	14	3	0	17	1.67	3	0
35-14	Jct Hwy 349 - Tisdale	43.9	950	15.21	24	2	0	26	1.71	2	0
35-15	Tisdale - Jct Hwy 335	27.0	1,193	11.77	15	1	0	16	1.36	1	0
35-16	Jct Hwy 335 - Jct Hwy 55	28.2	1,689	17.36	10	3	0	13	0.75	7	0
35-17	Jct Hwy 55 - Torch River	36.2	131	1.74	2	0	0	2	1.15	0	0
	Subtotal - Hwy 35	**524.8**		**136.00**	**247**	**18**	**0**	**265**	**1.95**	**26**	**0**
36-00	Hwy 36 Section Not Known	0.0	0	0.00	7	0	0	7	0.00	0	0
36-01	U.S. Border - W Jct Hwy 18	30.3	320	3.54	11	0	0	11	3.11	0	0
36-02	W Jct Hwy 18 - W Jct Hwy 13	38.8	341	4.83	19	2	0	21	4.35	2	0
36-03	E Jct Hwy 13 - Jct Hwy 2	64.7	240	5.67	18	0	0	18	3.18	0	0
	Subtotal - Hwy 36	**133.9**		**14.03**	**55**	**2**	**0**	**57**	**4.06**	**2**	**0**
37-00	Hwy 37 Section Not Known	0.0	0	0.00	6	0	0	6	0.00	0	0
37-01	U.S. Border - Climax	23.0	150	1.26	1	0	0	1	0.79	0	0
37-02	Climax - Shaunavon	52.1	442	8.40	22	3	0	25	2.98	5	0
37-03	Shaunavon - Gull Lake	51.5	1,180	22.18	18	3	0	21	0.95	5	0
37-04	Gull Lake - W Jct Hwy 332	33.3	283	3.44	7	0	0	7	2.04	0	0
37-05	E Jct Hwy 332 - Cabri	24.5	154	1.38	2	0	0	2	1.45	0	0
	Subtotal - Hwy 37	**184.5**		**36.66**	**56**	**6**	**0**	**62**	**1.69**	**10**	**0**
38-00	Hwy 38 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
38-01	Kelvington - Perigord	22.3	651	5.29	10	0	0	10	1.89	0	0

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Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
38-02	Perigord - Chelan	34.4	325	4.08	15	2	0	17	4.17	2	0
38-05	Kuroki - Kelvington	31.4	239	2.74	4	1	0	5	1.83	1	0
	Subtotal - Hwy 38	**68.1**		**12.11**	**33**	**3**	**0**	**36**	**2.97**	**3**	**0**
39-00	Hwy 39 Section Not Known	0.0	0	0.00	43	0	0	43	0.00	0	0
39-01	U.S. Border - Bienfait	27.0	1,188	11.69	11	3	0	14	1.20	3	0
39-02	Bienfait - Estevan	9.5	5,281	18.39	15	3	0	18	0.98	4	0
39-03	Estevan - Midale	40.9	2,931	43.79	28	3	2	33	0.75	3	2
39-04	Midale - Weyburn	43.7	3,008	48.02	26	4	1	31	0.65	9	2
39-05	Weyburn - Yellow Grass	26.8	3,513	34.30	21	2	0	23	0.67	2	0
39-06	Yellow Grass - Corinne	44.6	2,974	48.42	37	4	0	41	0.85	6	0
39-07	Corinne - Pitman	32.5	1,136	13.46	7	2	0	9	0.67	2	0
39-08	Pitman - Jct Hwy 1	36.0	1,319	17.31	15	1	1	17	0.98	3	1
	Subtotal - Hwy 39	**261.0**		**235.38**	**203**	**22**	**4**	**229**	**0.97**	**32**	**5**
40-00	Hwy 40 Section Not Known	0.0	0	0.00	23	0	0	23	0.00	0	0
40-01	Jct Hwy 3 - Blaine Lake	56.1	1,270	26.01	28	1	0	29	1.11	1	0
40-02	Blaine Lake - Hafford	36.0	694	9.13	15	0	0	15	1.64	0	0
40-03	Hafford - North Battleford	63.9	996	23.25	22	1	0	23	0.99	1	0
40-04	Battleford - E Jct Hwy 21	57.6	1,310	27.52	35	5	0	40	1.45	5	0
40-05	E Jct Hwy 21 - Neilburg	35.5	772	10.00	12	1	0	13	1.30	1	0
40-06	Neilburg - Alberta Border	25.4	996	9.22	10	0	0	10	1.08	0	0
	Subtotal - Hwy 40	**274.5**		**105.13**	**145**	**8**	**0**	**153**	**1.46**	**8**	**0**
41-00	Hwy 41 Section Not Known	0.0	0	0.00	29	0	0	29	0.00	0	0
41-01	Melfort - Jct Hwy 20	55.2	1,318	26.54	31	2	0	33	1.24	2	0
41-02	Jct Hwy 20 - Wakaw	29.8	1,478	16.09	7	0	0	7	0.44	0	0
41-03	Wakaw - Aberdeen	51.3	2,032	38.04	27	9	0	36	0.95	14	0
41-04	Aberdeen - Jct Hwy 41	26.9	3,344	32.86	25	4	0	29	0.88	8	0
	Subtotal - Hwy 41	**163.2**		**113.52**	**119**	**15**	**0**	**134**	**1.18**	**24**	**0**
42-00	Hwy 42 Section Not Known	0.0	0	0.00	13	0	0	13	0.00	0	0
42-01	Tuxford - Keeler	25.0	619	5.64	6	2	0	8	1.42	2	0
42-02	Keeler - E Jct Hwy 19	42.4	404	6.25	12	2	0	14	2.24	3	0
42-03	E Jct Hwy 19 - Diefenbaker Lake	38.7	312	4.41	8	1	0	9	2.04	1	0
42-04	Diefenbaker Lake - Jct Hwy 342	37.7	203	2.80	3	1	0	4	1.43	4	0
42-05	Jct Hwy 342 - Milden	59.9	216	4.73	17	1	1	19	4.02	2	1
	Subtotal - Hwy 42	**203.6**		**23.82**	**59**	**7**	**1**	**67**	**2.81**	**12**	**1**
43-00	Hwy 43 Section Not Known	0.0	0	0.00	7	0	0	7	0.00	0	0
43-01	Jct Hwy 2 - Gravelbourg	37.5	631	8.62	14	0	0	14	1.62	0	0
43-02	Gravelbourg - S Jct Hwy 19	28.2	290	2.99	6	0	0	6	2.01	0	0
43-03	S Jct Hwy 19 - Jct Hwy 4	59.0	212	4.57	14	0	0	14	3.06	0	0
	Subtotal - Hwy 43	**124.7**		**16.18**	**41**	**0**	**0**	**41**	**2.53**	**0**	**0**
44-00	Hwy 44 Section Not Known	0.0	0	0.00	11	0	0	11	0.00	0	0
44-02	Davidson - Loreburn	44.0	194	3.12	8	1	0	9	2.88	3	0
44-03	N Jct Hwy 19 - Jct Hwy 45	32.3	215	2.54	8	1	0	9	3.54	1	0
44-04	Jct Hwy 45 - Dinsmore	28.3	96	1.00	1	0	0	1	1.00	0	0
44-05	Jct Hwy 42 - S Jct Hwy 4	40.4	157	2.31	4	0	0	4	1.73	0	0
44-06	S Jct Hwy 4 - Eston	54.0	348	6.86	8	0	0	8	1.17	0	0
44-07	Eston - Glidden	33.2	332	4.02	7	0	0	7	1.74	0	0
44-08	Glidden - Mantario	44.9	349	5.72	2	2	1	5	0.87	3	1
44-09	Mantario - Alsask	33.6	120	1.47	4	0	0	4	2.72	0	0
	Subtotal - Hwy 44	**310.9**		**27.05**	**53**	**4**	**1**	**58**	**2.14**	**7**	**1**

2009 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
45-00	Hwy 45 Section Not Known	0.0	0	0.00	12	0	0	12	0.00	0	0
45-01	Lucky Lake - Birsay	18.4	387	2.60	3	0	0	3	1.15	0	0
45-02	Birsay - Jct Hwy 44	18.9	403	2.78	2	0	0	2	0.72	0	0
45-03	Jct Hwy 44 - E Jct Hwy 15	27.2	474	4.71	8	0	0	8	1.70	0	0
45-04	W Jct Hwy 15 - Delisle	49.5	652	11.78	21	0	0	21	1.78	0	0
	Subtotal - Hwy 45	**114.0**		**21.87**	**46**	**0**	**0**	**46**	**2.10**	**0**	**0**
46-01	Balgonie - Regina	19.7	4,375	31.51	50	3	1	54	1.71	8	1
47-00	Hwy 47 Section Not Known	0.0	0	0.00	32	0	0	32	0.00	0	0
47-01	U.S. Border - Estevan	15.3	944	5.27	12	1	0	13	2.47	2	0
47-02	Estevan - Stoughton	57.7	1,992	41.92	39	5	2	46	1.10	6	2
47-03	Stoughton - Jct Hwy 48	56.2	383	7.85	11	0	0	11	1.40	0	0
47-04	Jct Hwy 48 - W Jct Hwy 1	26.6	101	0.98	6	1	0	7	7.14	1	0
47-05	Grenfell - S Jct Hwy 22	39.9	498	7.26	13	2	0	15	2.07	3	0
47-06	S Jct Hwy 22 - Melville	22.8	1,002	8.34	11	1	0	12	1.44	2	0
47-07	Melville - Willowbrook	30.0	381	4.17	10	1	0	11	2.63	1	0
47-08	Willowbrook - Springside	19.1	241	1.67	2	0	0	2	1.20	0	0
47-09	Springside - Buchanan	42.2	226	3.48	6	0	0	6	1.73	0	0
47-10	Buchanan - Preeceville	33.8	228	2.82	4	1	0	5	1.77	2	0
	Subtotal - Hwy 47	**343.5**		**83.76**	**146**	**12**	**2**	**160**	**1.91**	**17**	**2**
48-00	Hwy 48 Section Not Known	0.0	0	0.00	43	0	0	43	0.00	0	0
48-01	Manitoba Border - Fairlight	19.0	549	3.80	6	1	0	7	1.84	2	0
48-02	Fairlight - S Jct Hwy 9	44.7	651	10.62	24	2	0	26	2.45	2	0
48-03	N Jct Hwy 9 - Jct Hwy 47	57.9	776	16.40	35	2	0	37	2.26	2	0
48-04	Jct Hwy 47 - Jct Hwy 35	63.3	927	21.40	25	2	1	28	1.31	6	1
48-05	Jct Hwy 35 - White City	40.4	1,763	26.00	38	6	0	44	1.69	7	0
	Subtotal - Hwy 48	**225.3**		**78.22**	**171**	**13**	**1**	**185**	**2.37**	**19**	**1**
49-00	Hwy 49 Section Not Known	0.0	0	0.00	16	0	0	16	0.00	0	0
49-01	Manitoba Border - Pelly	25.4	411	3.81	4	1	1	6	1.58	1	3
49-02	Pelly - Stenen	33.8	822	10.13	8	3	0	11	1.09	3	0
49-03	Stenen - Okla	31.8	502	5.83	16	0	0	16	2.74	0	0
49-04	Okla - Kelvington	33.9	446	5.52	10	0	0	10	1.81	0	0
49-05	Kelvington - Jct Hwy 35	19.5	511	3.64	6	1	0	7	1.92	2	0
	Subtotal - Hwy 49	**144.4**		**28.93**	**60**	**5**	**1**	**66**	**2.28**	**6**	**3**
51-00	Hwy 51 Section Not Known	0.0	0	0.00	8	0	0	8	0.00	0	0
51-01	Biggar - Tramping Lake	62.6	393	8.98	15	2	0	17	1.89	2	0
51-02	Tramping Lake - Kerrobert	25.9	277	2.62	12	2	0	14	5.34	6	0
51-03	Kerrobert - Major	34.4	237	2.98	9	0	0	9	3.02	0	0
51-04	Major - Alberta Border	29.6	244	2.64	4	1	0	5	1.89	2	0
	Subtotal - Hwy 51	**152.7**		**17.22**	**48**	**5**	**0**	**53**	**3.08**	**10**	**0**
52-00	Hwy 52 Section Not Known	0.0	0	0.00	10	0	0	10	0.00	0	0
52-01	Yorkton - Willowbrook	21.6	1,120	8.83	14	1	0	15	1.70	1	0
52-02	Willowbrook - Jct Hwy 15	49.1	321	5.75	13	2	0	15	2.61	4	0
	Subtotal - Hwy 52	**70.7**		**14.58**	**37**	**3**	**0**	**40**	**2.74**	**5**	**0**
54-00	Hwy 54 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
54-01	Jct Hwy 11 - Regina Beach	17.4	2,401	15.25	22	3	0	25	1.64	6	0
	Subtotal - Hwy 54	**17.4**		**15.25**	**22**	**3**	**0**	**25**	**1.64**	**6**	**0**
55-00	Hwy 55 Section Not Known	0.0	0	0.00	95	2	0	97	0.00	2	0
55-02	Jct Hwy 9 - S of Pakwaw Lake	38.3	80	1.12	1	0	0	1	0.89	0	0

2009 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
55-03	S of Pakwaw L. - W of Crack. R.	29.5	230	2.48	14	3	0	17	6.85	5	0
55-04	W of Crack R Br - Jct Hwy 123	36.7	389	5.21	11	1	0	12	2.31	1	0
55-05	Jct Hwy 123 - Nipawin	28.3	1,300	13.43	17	0	0	17	1.27	0	0
55-06	Nipawin - White Fox	12.2	1,914	8.53	15	3	0	18	2.11	3	0
55-07	White Fox - Smeaton	50.4	1,003	18.44	22	4	0	26	1.41	8	0
55-08	Smeaton - Meath Park	36.6	1,077	14.39	23	2	0	25	1.74	3	0
55-09	Meath Park - Prince Albert	41.4	2,468	37.32	54	6	1	61	1.63	9	2
55-10	Shellbrook - Debden	49.3	1,476	26.57	40	2	0	42	1.58	5	0
55-11	Debden - Big River	38.4	985	13.81	15	1	0	16	1.16	1	0
55-12	Big River - Jct Hwy 124	48.4	434	7.67	12	1	0	13	1.70	1	0
55-13	Jct 124 - Green Lake	28.0	390	3.99	10	0	0	10	2.51	0	0
55-14	Green Lake - Meadow Lake	48.1	1,423	24.99	42	3	0	45	1.80	3	0
55-15	Meadow Lake - S Jct Hwy 26	67.7	770	19.02	40	3	0	43	2.26	3	0
55-16	Peerless - Alberta Border	52.1	980	18.64	42	1	0	43	2.31	1	0
	Subtotal - Hwy 55	**605.4**		**215.60**	**453**	**32**	**1**	**486**	**2.25**	**45**	**2**
56-00	Hwy 56 Section Not Known	0.0	0	0.00	16	0	0	16	0.00	0	0
56-01	Indian Head - Katepwa Lake	21.1	751	5.77	14	1	0	15	2.60	1	0
56-02	Katepwa Lake - Fort Qu'Appelle	20.2	852	6.27	11	6	0	17	2.71	7	0
56-03	Fort Qu'Appelle - Echo Lake	11.3	968	4.00	4	2	0	6	1.50	2	0
	Subtotal - Hwy 56	**52.5**		**16.04**	**45**	**9**	**0**	**54**	**3.37**	**10**	**0**
57-01	Manitoba Border - Jct Hwy 5	19.3	647	4.56	5	1	0	6	1.32	1	0
58-00	Hwy 58 Section Not Known	0.0	0	0.00	9	0	0	9	0.00	0	0
58-01	Jct Hwy 18 - Lafleche	35.6	143	1.86	10	0	0	10	5.37	0	0
58-02	Lafleche - Gravelbourg	19.5	590	4.20	13	0	0	13	3.10	0	0
58-03	Gravelbourg - Jct Hwy 363	31.6	225	2.59	4	0	0	4	1.54	0	0
58-04	Jct Hwy 363 - Jct Hwy 1	36.2	63	0.83	5	0	0	5	6.03	0	0
	Subtotal - Hwy 58	**122.9**		**9.48**	**41**	**0**	**0**	**41**	**4.32**	**0**	**0**
60-01	Pike Lake - Saskatoon	23.9	1,125	9.82	7	0	0	7	0.71	0	0
80-00	Hwy 80 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
80-01	Esterhazy - Churchbridge	31.4	855	9.80	15	0	0	15	1.53	0	0
80-02	Jct Hwy 16 - Jct Hwy 10	35.3	178	2.29	7	0	0	7	3.05	0	0
	Subtotal - Hwy 80	**66.7**		**12.10**	**26**	**0**	**0**	**26**	**2.15**	**0**	**0**
99-10	Jct Hwy 6 - Craven	20.9	164	1.25	6	2	0	8	6.39	5	0
102-00	Hwy 102 Section Not Known	0.0	0	0.00	7	0	0	7	0.00	0	0
102-25	La Ronge - Sucker River	30.3	1,032	11.42	10	0	0	10	0.88	0	0
102-26	Sucker River - Otter Rapids	54.3	397	7.87	10	2	0	12	1.52	3	0
102-27	Otter Rapids - Island Lake Cr	52.0	175	3.32	3	0	1	4	1.20	1	1
102-28	Island Lake Cr - Waddy River Br	36.4	153	2.04	1	0	0	1	0.49	0	0
102-29	Waddy River Br - Southend	43.4	115	1.82	6	1	0	7	3.84	1	0
	Subtotal - Hwy 102	**216.4**		**26.48**	**37**	**3**	**1**	**41**	**1.55**	**5**	**1**
106-00	Hwy 106 Section Not Known	0.0	0	0.00	7	0	0	7	0.00	0	0
106-01	Smeaton - Jct Hwy 120	67.5	345	8.51	13	2	0	15	1.76	2	0
106-02	Jct Hwy 120 - Jct Hwy 165	67.1	329	8.05	6	1	0	7	0.87	1	0
106-03	Jct Hwy 165 - Deschambault L.	82.1	346	10.37	7	1	0	8	0.77	1	0
106-04	Deschambault L. - Jct Hwy 135	40.6	359	5.31	3	3	0	6	1.13	6	0
106-05	Jct Hwy 135 - Flin Flon	68.0	369	9.16	4	1	0	5	0.55	1	0
	Subtotal - Hwy 106	**325.2**		**41.41**	**40**	**8**	**0**	**48**	**1.16**	**11**	**0**
120-00	Hwy 120 Section Not Known	0.0	0	0.00	7	0	0	7	0.00	0	0
120-01	Meath Park - Candle Lake	32.3	829	9.78	16	0	0	16	1.64	0	0

2009 Traffic Collision Statistics by Highway Control Section Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
120-02	Candle Lake - Lower Fishing Lake	57.8	200	4.23	7	1	0	8	1.89	1	0
	Subtotal - Hwy 120	**90.1**		**14.01**	0	0	0	**0**	**0.00**	**1**	**0**
123-00	Hwy 123 Section Not Known	0.0	0	0.00	7	0	0	**7**	**0.00**	0	0
123-01	Jct Hwy 163 - Kennedy Creek	41.8	261	3.98	16	0	0	**16**	**4.02**	0	0
123-02	Kennedy Cr. - Cumberland House	91.6	112	3.73	7	1	0	**8**	**2.14**	0	0
	Subtotal - Hwy 123	**133.4**		**7.71**	**30**	**1**	**0**	**31**	**4.02**	**0**	**0**
135-00	Hwy 135 Section Not Known	0.0	0	0.00	3	0	0	**3**	**0.00**	0	0
135-01	Jct Hwy 106 - Pelican Narrows	50.8	331	6.15	11	9	1	**21**	**3.42**	23	1
135-02	Pelican Narrows - Sandy Bay	70.2	164	4.20	6	5	0	**11**	**2.62**	10	0
	Subtotal - Hwy 135	**121.1**		**10.35**	**20**	**14**	**1**	**35**	**3.38**	**33**	**1**
155-00	Hwy 155 Section Not Known	0.0	0	0.00	16	0	0	**16**	**0.00**	0	0
155-01	Green Lake - Jct Hwy 165	94.5	516	17.79	36	1	0	**37**	**2.08**	1	0
155-02	Jct Hwy 165 - Buffalo Narrows	101.2	432	15.95	18	3	0	**21**	**1.32**	3	0
155-03	Buffalo Narrows - La Loche	104.0	317	12.03	14	3	0	**17**	**1.41**	5	0
	Subtotal - Hwy 155	**299.6**		**45.78**	**84**	**7**	**0**	**91**	**1.99**	**9**	**0**
165-00	Hwy 165 Section Not Known	0.0	0	0.00	3	0	0	**3**	**0.00**	0	0
165-01	Jct Hwy 106 - Jct Hwy 2	95.4	41	1.44	4	1	0	**5**	**3.47**	2	0
165-02	Jct Hwy 2 - Besnard Lake Rd.	55.6	203	4.11	2	2	0	**4**	**0.97**	2	0
165-03	Besnard Lake Rd - Key Lake Rd	56.0	113	2.31	2	0	0	**2**	**0.86**	0	0
165-04	Key Lake Rd - Jct Hwy 155	66.0	213	5.13	4	2	0	**6**	**1.17**	5	0
	Subtotal - Hwy 165	**273.0**		**13.00**	**15**	**5**	**0**	**20**	**1.54**	**9**	**0**
167-00	Hwy 167 Section Not Known	0.0	0	0.00	0	0	1	**1**	**0.00**	0	0
167-01	Sturgeon Weir R. - Denare Beach	29.3	63	0.68	3	1	0	**4**	**5.91**	1	0
167-02	Denare Beach - Creighton	19.7	1,572	11.30	7	0	1	**8**	**0.71**	3	1
	Subtotal - Hwy 167	**49.0**		**11.98**	**10**	**1**	**2**	**13**	**1.09**	**4**	**1**
201-01	Broadview - Jct Hwy 247	19.2	476	3.34	7	1	0	**8**	**2.40**	1	0
202-01	Tuxford - Buffalo Pound Lake	15.5	251	1.42	2	1	0	**3**	**2.11**	1	0
204-01	Battlefords Provincial Park	5.2	230	0.43	1	0	0	**1**	**2.31**	0	0
209-01	Jct Hwy 9 - Kenosee Lake	4.2	740	1.13	2	0	0	**2**	**1.77**	0	0
210-00	Hwy 210 Section Not Known	0.0	0	0.00	3	0	0	**3**	**0.00**	0	0
210-01	Fort Qu'Appelle - Echo Valley	7.2	587	1.53	6	1	0	**7**	**4.57**	1	0
210-02	Echo Valley - Jct Hwy 10	12.1	668	2.95	2	1	0	**3**	**1.02**	1	0
	Subtotal - Hwy 210	**19.3**		**4.49**	**11**	**2**	**0**	**13**	**2.90**	**2**	**0**
211-01	Dundurn - Blackstrap Lake	7.3	347	0.92	0	1	0	**1**	**1.09**	1	0
212-01	Duck Lake - Saskatchewan River	25.5	650	6.05	1	0	0	**1**	**0.17**	0	0
219-00	Hwy 219 Section Not Known	0.0	0	0.00	30	0	0	**30**	**0.00**	0	0
219-01	Danielson Provincial Park	1.6	110	0.07	0	0	0	**0**	**0.00**	0	0
219-02	Jct Hwy 44 - Jct Hwy 15	24.3	221	1.96	12	0	0	**12**	**6.12**	0	0
219-03	Jct Hwy 15 - White Cap FN.	38.0	620	8.60	12	1	0	**13**	**1.51**	1	0
219-04	White Cap FN. - Saskatoon	30.9	2,631	29.67	75	6	0	**81**	**2.73**	12	0
	Subtotal - Hwy 219	**94.9**		**40.31**	**129**	**7**	**0**	**136**	**3.37**	**13**	**0**
220-01	Bulyea - Rowan's Ravine	22.5	220	1.81	5	0	0	**5**	**2.76**	0	0
221-01	Jct Hwy 21 - Cypress Hills P. P.	4.0	360	0.53	0	0	0	**0**	**0.00**	0	0
224-01	Jct Hwy 4 - Goodsoil	46.0	102	1.72	4	0	0	**4**	**2.33**	0	0
225-01	Jct Hwy 2 - Jct Hwy 312	36.7	258	3.45	9	1	0	**10**	**2.89**	1	0

2009 Traffic Collision Statistics by Highway Control Section Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
229-00	Hwy 229 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
229-01	Jct Hwy 9 - Good Spirit P.P.	16.6	337	2.04	3	0	0	3	1.47	0	0
229-02	Good Spirit P.P. - Jct Hwy 47	6.6	165	0.40	1	0	0	1	2.53	0	0
	Subtotal - Hwy 229	**23.2**		**2.44**	**6**	**0**	**0**	**6**	**2.46**	**0**	**0**
240-01	Jct Hwy 55 - P.A. National Park	40.3	135	1.99	13	0	0	13	6.53	0	0
247-01	Jct Hwy 9 - Jct Hwy 47	49.9	340	6.20	18	1	0	19	3.07	2	0
255-01	Jct Hwy 55 - Tobin Lake	22.7	249	2.06	10	1	0	11	5.34	1	0
261-01	E Sk. Landing P. P. - Jct Hwy 4	7.9	127	0.36	0	0	0	0	0.00	0	0
261-02	Jct Hwy 4 - W Sk. Landing P. P.	2.5	85	0.08	0	0	0	0	0.00	0	0
	Subtotal - Hwy 261	**10.4**		**0.44**	**0**	**0**	**0**	**0**	**0.00**	**0**	**0**
263-01	Jct Hwy 2 - P.A. National Park	18.1	1,031	6.82	25	1	0	26	3.81	1	0
264-01	Jct Hwy 2 - Prince Albert	8.0	760	2.21	2	0	0	2	0.90	0	0
265-01	Jct Hwy 120 - Candle Lake	28.8	494	5.20	13	0	0	13	2.50	0	0
271-00	Hwy 271 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
271-01	Maple Creek - Cypress Hills	43.6	167	2.66	4	2	0	6	2.26	2	0
271-02	Jct Hwy 271 - 01 - Fort Walsh	9.5	40	0.14	0	0	0	0	0.00	0	0
	Subtotal - Hwy 271	**53.2**		**2.80**	**5**	**2**	**0**	**7**	**2.50**	**2**	**0**
301-01	Jct Hwy 1 - Jct Hwy 202	21.3	326	2.53	3	1	0	4	1.58	1	0
302-00	Hwy 302 Section Not Known	0.0	0	0.00	8	0	0		0.00	0	0
302-01	S Sask River - Prince Albert	38.4	529	7.41	21	2	0	23	3.10	3	0
302-02	Prince Albert - 30 Km West	27.0	639	6.29	6	3	0	9	1.43	3	0
	Subtotal - Hwy 302	**65.4**		**13.70**	**35**	**5**	**0**	**40**	**2.92**	**6**	**0**
303-00	Hwy 303 Section Not Known	0.0	0	0.00	8	0	0	8	0.00	0	0
303-01	Turtleford - Jct Hwy 21	23.0	1,034	8.67	9	2	0	11	1.27	5	0
303-02	Jct Hwy 21 - Jct Hwy 16	44.6	1,330	21.65	53	0	0	53	2.45	0	0
	Subtotal - Hwy 303	**67.5**		**30.32**	**70**	**2**	**0**	**72**	**2.37**	**5**	**0**
304-01	Jct Hwy 4 - Jct Hwy 26	48.7	764	13.57	37	2	0	39	2.87	5	0
305-00	Hwy 305 Section Not Known	0.0	0	0.00	5	0	0	5	0.00	0	0
305-01	Warman - Jct Hwy 12	6.0	2,388	5.24	7	1	0	8	1.53	1	0
305-02	Jct Hwy 12 - Langham	20.6	815	6.14	10	1	0	11	1.79	1	0
	Subtotal - Hwy 305	**26.7**		**11.38**	**22**	**2**	**0**	**24**	**2.11**	**2**	**0**
306-00	Hwy 306 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
306-01	Jct Hwy 35 - Riceton	39.0	54	0.77	4	0	0	4	5.23	0	0
306-02	Riceton - Jct Hwy 6	27.8	225	2.29	1	0	0	1	0.44	0	0
	Subtotal - Hwy 306	**66.8**		**3.05**	**8**	**0**	**0**	**8**	**2.62**	**0**	**0**
307-00	Hwy 305 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
307-01	Jct Hwy 7 - Smiley	17.8	300	1.95	3	0	0	3	1.54	0	0
307-02	Smiley - Jct Hwy 21	29.3	449	4.80	3	0	0	3	0.63	0	0
	Subtotal - Hwy 307	**47.1**		**6.75**	**6**	**0**	**0**	**6**	**0.89**	**0**	**0**
308-01	Manitoba Border - Jct Hwy 8	14.8	197	1.06	2	0	0	2	1.88	0	0
309-01	Ebenezer - Rhein	18.4	337	2.27	8	0	0	8	3.53	0	0
310-00	Hwy 310 Section Not Known	0.0	0	0.00	7	0	0	7	0.00	0	0
310-01	Balcarres - Ituna	43.3	310	4.90	6	0	0	6	1.23	0	0

2009 Traffic Collision Statistics by Highway Control Section Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions: Property Damage	Collisions: Personal Injury	Collisions: Fatal	Collisions: Total	Acc/ MvKm	Persons: Injured	Persons: Killed
310-03	Jct Hwy 52 - Foam Lake	50.9	149	2.77	7	0	0	7	2.52	0	0
310-04	Foam Lake - Kuroki	30.4	269	2.98	2	0	0	2	0.67	0	0
	Subtotal - Hwy 310	**124.5**		**10.65**	**22**	**0**	**0**	**22**	**2.07**	**0**	**0**
312-00	Hwy 312 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
312-01	Wakaw - Rosthern	41.1	510	7.66	8	2	0	10	1.30	3	0
312-02	Rosthern - Jct Hwy 12	36.9	784	10.56	8	1	0	9	0.85	1	0
	Subtotal - Hwy 312	**78.0**		**18.22**	**20**	**3**	**0**	**23**	**1.26**	**4**	**0**
316-01	Clavet - Hwy 5	16.0	616	3.59	10	1	0	11	3.06	1	0
317-00	Hwy 317 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
317-01	Jct Hwy 7 - S Jct Hwy 51	46.9	193	3.30	3	0	0	3	0.91	0	0
317-02	N Jct Hwy 51 - Jct Hwy 31	44.6	262	4.25	4	0	0	4	0.94	0	0
	Subtotal - Hwy 317	**91.5**		**7.56**	**8**	**0**	**0**	**8**	**1.06**	**0**	**0**
318-01	Carnduff - Alida	27.8	398	4.04	6	1	0	7	1.73	1	0
320-01	Jct Hwy 20 - Domremy	26.3	114	1.09	1	0	0	1	0.92	0	0
321-01	Liebenthal - Alberta Border	33.2	419	5.07	9	1	0	10	1.97	1	0
322-01	Jct Hwy 20 - Jct Hwy 220	29.2	449	4.79	18	2	0	20	4.18	2	0
324-01	Jct Hwy 378 - Mayfair	18.6	76	0.52	2	0	0	2	3.87	0	0
332-01	Jct Hwy 32 - Hazlet	43.9	214	3.42	8	0	0	8	2.34	0	0
334-00	Hwy 334 Section Not Known	0.0	0	0.00	8	0	0	8	0.00	0	0
334-01	Jct Hwy 13 - Avonlea	62.4	117	2.68	13	0	0	13	4.86	0	0
334-02	Avonlea - Corinne	33.9	417	5.15	11	1	0	12	2.33	1	0
	Subtotal - Hwy 334	**96.3**		**7.83**	**32**	**1**	**0**	**33**	**4.22**	**1**	**0**
335-00	Hwy 335 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
335-01	Jct Hwy 23 - Jct Hwy 35	21.2	504	3.90	2	1	0	3	0.77	1	0
335-02	Jct Hwy 35 - Gronlid	29.4	421	4.51	8	0	0	8	1.77	0	0
	Subtotal - Hwy 335	**50.6**		**8.41**	**11**	**1**	**0**	**12**	**1.43**	**1**	**0**
339-01	Avonlea - Jct Hwy 39	50.1	291	5.31	21	0	0	21	3.96	0	0
340-01	Radisson - Hafford	30.6	297	3.32	7	0	0	7	2.11	0	0
342-00	Hwy 342 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
342-01	Jct Hwy 42 - Beechy	11.8	264	1.14	2	0	0	2	1.76	0	0
342-02	Beechy - Clearwater Lake	43.8	185	2.95	7	0	0	7	2.37	0	0
342-03	Clearwater Lake - Jct Hwy 4	6.7	327	0.80	0	0	0	0	0.00	0	0
342-04	Jct Hwy 4 - Lacadena	31.2	125	1.43	2	0	0	2	1.40	0	0
342-05	Lacadena - Jct Hwy 44	29.7	96	1.04	1	0	0	1	0.96	0	0
	Subtotal - Hwy 342	**123.2**		**7.36**	**14**	**0**	**0**	**14**	**1.90**	**0**	**0**
343-01	Jct Hwy 4 - Simmie	32.9	196	2.35	2	1	0	3	1.28	6	0
349-00	Hwy 349 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
349-10	Jct Hwy 38 - Archerwill	23.2	225	1.90	7	1	0	8	4.21	2	0
349-11	Jct Hwy 35 - Naicam	32.6	368	4.37	7	0	0	7	1.60	0	0
	Subtotal - Hwy 349	**55.7**		**6.27**	**18**	**1**	**0**	**19**	**3.03**	**2**	**0**
350-01	U.S. Border - Jct Hwy 18	16.3	96	0.57	3	0	0	3	5.23	0	0

2009 Traffic Collision Statistics by Highway Control Section Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions Property Damage	Collisions Personal Injury	Collisions Fatal	Collisions Total	Acc/ MvKm	Persons Injured	Persons Killed
354-01	Bethune - Dilke	20.6	256	1.93	7	1	0	8	4.15	0	0
355-00	Hwy 355 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
355-01	Meath Park - Spruce Home	28.0	190	1.94	3	1	0	4	2.06	1	0
355-02	Spruce Home - 11 km West	17.4	764	4.87	2	2	0	4	0.82	3	0
	Subtotal - Hwy 355	**45.5**		**6.81**	**8**	**3**	**0**	**11**	**1.62**	**4**	**0**
357-01	Togo - Jct Hwy 8	20.4	20	0.15	1	0	0	1	6.60	0	0
358-01	Wood Mountain - Limerick	42.6	196	3.05	10	0	0	10	3.28	0	0
361-00	Hwy 361 Section Not Known				5	0	0	5		0	0
361-11	Manitoba Border - Jct Hwy 8	18.8	118	0.81	0	0	0	0	0.00	0	0
361-12	Jct Hwy 8 - Jct Hwy 9	47.7	182	3.17	5	0	0	5	1.58	0	0
361-13	Jct Hwy 9 - Jct Hwy 47	52.4	655	12.51	13	1	1	15	1.20	0	0
	Subtotal - Hwy 361	**118.9**		**16.49**	**23**	**1**	**1**	**25**	**1.52**	**0**	**0**
363-00	Hwy 363 Section Not Known	0.0	0	0.00	11	0	0	11	0.00	0	0
363-01	Moose Jaw - Courval	70.6	295	7.59	14	1	0	15	1.98	1	0
363-02	Courval - Hodgeville	57.5	91	1.92	4	0	0	4	2.09	0	0
363-03	Hodgeville - Jct Hwy 4	69.9	187	4.78	18	0	0	18	3.77	0	0
	Subtotal - Hwy 363	**198.0**		**14.29**	**47**	**1**	**0**	**48**	**3.36**	**1**	**0**
364-01	Balgonie - Edgeley	37.3	541	7.36	18	1	0	19	2.58	1	0
365-01	Watrous - Plunkett	35.3	392	5.05	12	3	0	15	2.97	3	0
367-01	Eyebrow - Jct Hwy 19	23.8	192	1.66	4	0	0	4	2.40	0	0
368-00	Hwy 368 Section Not Known	0.0	0	0.00	5	0	0	5	0.00	0	0
368-01	Muenster - St. Brieux	56.5	501	10.34	13	0	1	14	1.35	5	1
368-02	St. Brieux - Beatty	33.4	708	8.63	5	0	0	5	0.58	0	0
	Subtotal - Hwy 368	**89.9**		**18.97**	**23**	**0**	**1**	**24**	**1.27**	**5**	**1**
369-01	Jct Hwy 10 - Togo	20.6	61	0.46	0	0	0	0	0.00	0	0
371-01	Fox Valley - Alberta Border	41.5	254	3.84	12	1	0	13	3.39	1	0
373-01	Jct Hwy 42 - Birsay	14.0	117	0.60	2	0	0	2	3.35	0	0
374-01	Jct Hwy 21 - Jct Hwy 14	50.0	100	1.84	0	0	0	0	0.00	0	0
376-00	Hwy 376 Section Not Known	0.0	0	0.00	7	0	0	7	0.00	0	0
376-01	Jct Hwy 14 - Arelee	29.4	166	1.78	6	0	0	6	3.37	0	0
376-02	Arelee - Sonningdale	26.1	69	0.65	3	0	0	3	4.58	0	0
376-03	Sonningdale - Maymont	21.4	187	1.46	3	0	0	3	2.06	0	0
376-04	Maymont - Jct Hwy 40	18.0	135	0.89	2	1	0	3	3.39	1	0
376-05	Jct Hwy 40 - Jct Hwy 324	25.9	64	0.61	2	1	0	3	4.93	1	0
	Subtotal - Hwy 376	**120.7**		**5.39**	**23**	**2**	**0**	**25**	**4.64**	**2**	**0**
377-01	Radville - Ceylon	22.9	303	2.53	6	1	0	7	2.77	3	0
378-00	Hwy 378 Section Not Known	0.0	0	0.00	10	0	0	10	0.00	0	0
378-01	Jct Hwy 4 - Rabbit Lake	67.0	239	5.85	18	1	0	19	3.25	1	0
378-02	Rabbit Lake - Spiritwood	41.6	275	4.18	19	0	0	19	4.55	0	0
	Subtotal - Hwy 378	**108.6**		**10.03**	**47**	**1**	**0**	**48**	**4.79**	**1**	**0**

2009 Traffic Collision Statistics by Highway Control Section Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
379-01	McMahon - Wymark	18.4	228	1.53	0	0	0	0	0.00	0	0
381-01	MacNutt - Jct Hwy 8	24.6	69	0.62	0	0	0	0	0.00	0	0
397-01	Allan - Elstow	12.4	906	4.10	4	0	0	4	0.97	0	0
903-00	Hwy 903 Section Not Known	0.0	0	0.00	5	0	0	5	0.00	0	0
903-01	Jct Hwy 55 - N.A.D. Boundry	50.2	302	5.54	24	2	0	26	4.70	2	0
903-02	N.A.D. Boundry - Jct Hwy 965	55.3	198	3.99	2	2	0	4	1.00	2	0
903-03	Jct Hwy 965 - End	73.6	167	4.50	1	0	0	1	0.22	0	0
	Subtotal - Hwy 903	**179.2**		**14.03**	**32**	**4**	**0**	**36**	**2.57**	**4**	**0**
904-01	Jct Hwy 224 - Jct Hwy 903	30.2	171	1.88	4	2	0	6	3.19	3	0
905-00	Hwy 905 Section Not Known	0.0	0	0.00	7	1	0	8	0.00	1	0
905-01	Jct Hwy 102 - Acc to Atwater L.	67.8	95	2.35	0	2	0	2	0.85	3	0
905-02	Atwater L. Acc - Courtney L. Acc	79.3	84	2.43	3	1	0	4	1.64	1	0
905-03	Courtney L. Acc. - to W. Lodge	88.6	92	2.99	0	1	0	1	0.33	1	0
905-04	W. Lodge Access - Henday Lake	32.7	110	1.31	3	0	0	3	2.29	0	0
905-05	Points North - Hawk Rock River	78.3	60	1.72	0	0	0	0	0.00	0	0
905-06	Hawk Rock River - Black Lake	106.7	60	2.34	0	0	0	0	0.00	0	0
905-07	Black Lake - Stony Rapids	22.2	132	1.07	5	2	0	7	6.55	5	0
905-08	Stony Rapids - Shasko Bay	51.5	20.0	0.38	0	0	0	0	0.00	0	0
	Subtotal - Hwy 905	**527.1**		**14.21**	**18**	**7**	**0**	**17**	**1.20**	**11**	**0**
907-01	Jct Hwy 165 -Fort Black	5.5	10	0.02	2	0	0	2	99.63	0	0
908-01	Jct Hwy 155 - End	20.6	417	3.14	3	0	0	3	0.96	0	0
909-01	Jct Hwy 155 - Turnor Lake	30.0	120	1.31	3	0	0	3	2.28	0	0
910-01	Jct Hwy 165 - End	34.1	53	0.66	0	1	0	1	1.51	1	0
911-01	Jct Hwy 106 - Deschambault L.	29.1	130	1.38	1	0	0	1	0.73	0	0
912-02	Jct Hwy 913 - Jct Hwy 165	67.2	17	0.42	0	0	0	0	0.00	0	0
912-03	Jct Hwy 165 - End	34.8	11	0.14	0	0	0	0	0.00	0	0
	Subtotal - Hwy 912	**102.0**		**0.55**	**0**	**0**	**0**	**0**	**0.00**	**0**	**0**
913-00	Hwy 913 Section Not Known	0.0	0		0	0	0			0	0
913-01	Jct Hwy 120 - Jct Hwy 912	40.9	56	0.83	1	0	0	1	1.21	0	0
913-02	Jct Hwy 912 - Jct Hwy 106	24.3	36	0.32	0	0	0	0	0.00	0	0
	Subtotal - Hwy 913	**65.2**		**1.15**	**1**	**0**	**0**	**1**	**0.87**	**0**	**0**
914-00	Hwy 914 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
914-01	Jct Hwy 165 - Pinehouse Lake	50.0	161	2.93	3	1	0	4	1.37	4	0
914-02	Pinehouse Lake - Bridge (N. Abut)	25.3	110	1.02	0	0	0	0	0.00	0	0
914-03	Churchill River - Key Lake	194.3	100	7.11	2	0	0	2	0.28	0	0
	Subtotal - Hwy 914	**269.5**		**11.05**	**6**	**1**	**0**	**7**	**0.63**	**4**	**0**
915-01	Jct Hwy 102 - Stanley Mission	35.8	160	2.09	11	1	1	13	6.22	4	1
916-00	Hwy 916 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
916-01	Jct Hwy 2 - Jct Hwy 921	41.4	12	0.17	3	0	0	3	17.15	0	0
916-02	Jct Hwy 921- Jct Hwy 917	48.7	10	0.18	0	0	0	0	0.00	0	0
916-03	Jct Hwy 917 - Jct Hwy 924	20.4	30	0.23	0	0	0	0	0.00	0	0
	Subtotal - Hwy 916	**110.5**		**0.58**	**3**	**0**	**0**	**3**	**5.18**	**0**	**0**

2009 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
917-01	Jct Hwy 916 - End	32.0	6	0.07	1	0	0	1	14.33	0	0
918-01	Jct Hwy 165 - (FN Bdry - End)	92.4	74	2.50	9	4	0	13	5.20	7	0
919-00	Hwy 919 Section Not Known				1	0	0	1		0	0
919-01	Jct Hwy 21 - Cold River	20.9	60	0.46	0	2	0	2	4.36	3	0
919-02	Cold River - SK Alta Border	34.9	31	0.40	0	0	0	0	0.00	0	0
	Subtotal - Hwy 919	**55.7**		**0.86**	**1**	**2**	**0**	**3**	**3.51**	**3**	**0**
920-03	Jct Hwy 106 - Jct Hwy 932	3.5	65	0.08	0	0	0	0	0.00	0	0
	Subtotal - Hwy 920	**3.5**		**0.08**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
921-01	Jct Why 933- Jct Hwy 937	47.3	0	0.00	0	0	0	0	0	0	0
922-01	Bodmin - N of Jct Hwy 940	30.8	55	0.62	0	2	0	2	3.25	3	0
922-02	North Jct Hwy 940 - Jct Hwy 916	61.3	21.9	0.49	0	0	0	0	0.00	0	0
	Subtotal - Hwy 922	92.2		1.11	0	2	0	2	3.25	3.00	0.00
924-01	Jct Hwy 55 - Dore Lake	64.0	69	1.62	1	2	0	3	1.85	3	0
925-00	Hwy 925 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
925-01	Jct Hwy 155 - Dillon	58.8	187	4.01	19	2	0	21	5.24	4	0
925-02	Jct Hwy 925 - N. Lmts. of Michel	22.2	119	0.96	3	0	0	3	3.11	0	0
	Subtotal - Hwy 925	**81.0**		**4.97**	**23**	**2**	**0**	**25**	**5.03**	**4**	**0**
926-01	Jct Hwy 120 - Jct Hwy 969	75.5	16	0.45	3	0	0	3	6.71	0	0
927-01	Jct Hwy 912 - East Trout Lake	23.3	30	0.26	0	0	0	0	0.00	0	0
928-01	Jct Hwy 120 - 0.4Km SE of Park Bd.	22.8	15	0.12	0	0	0	0	0.00	0	0
929-01	Hwy 916 - Smoothstone Lake	9.8	5.0	0.02	0	0	0	0	0.00	0	0
930-01	Hwy 926 - Hwy 963	0.0	0	0.00	1	0	0	1	0.00	0	0
934-01	Jct Hwy 912 - End	12.3	5	0.02	0	0	0	0	0.00	0	0
935-01	Jct Hwy 165 - Jct Hwy 910	8.2	40	0.12	2	0	0	2	16.71	0	0
937-01	Jct Hwy 939 - End	0.0	0	0.00	0	0	0	0	0.00	0	0
936-01	Hwy 2 - End	42.3	15.0	0.23	0	0	0	0	0.00	0	0
937-01	Hwy 939 - End	42.2	7.3	0.11	0	0	0	0	0.00	0	0
939-01	Jct Hwy 916 - 47.7 Km North	41.4	15	0.23	0	0	0	0	0.00	0	0
942-01	Jct Hwy 55 - 42 Km N Jct Hwy 943	56.0	60	1.23	0	0	0	0	0.00	0	0
943-00	Hwy 943 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
943-01	Hwy 942 - Jct Hwy 946	27.6	70	0.71	1	0	0	1	1.42	0	0
943-02	Jct Hwy 946 - 4 Km E of Meetoos	34.6	18	0.23	0	1	0	1	4.43	1	0
	Subtotal - Hwy 943	**62.2**		**0.9**	**3**	**1**	**0**	**4**	**5.85**	**1**	**0**
945-01	Jct Hwy 24 - Jct Hwy 943	29.0	95	1.01	1	0	0	1	0.99	0	0
946-01	23.3 Km S of Jct Hwy 943	21.5	45	0.35	0	0	0	0	0.00	0	0
950-01	Jct Hwy 224 - Jct Hwy 919	35.3	47	0.60	1	0	0	1	1.67	0	0

2009 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions: Property Damage	Collisions: Personal Injury	Collisions: Fatal	Collisions: Total	Acc/ MvKm	Persons: Injured	Persons: Killed
951-01	Jct Hwy 941 - Jct Hwy 903	26.1	205	1.95	1	2	1	4	**0.00**	12	2
952-01	PA NP Boundry Rd to Hwy 953	8.3	N/A	0.00	1	0	0	1	**N/A**	0	0
953-01	Jct Hwy 263 - Jct Hwy 2	32.4	213	2.52	5	0	0	5	**1.98**	0	0
954-01	Jct Hwy 26 - End	12.2	108	0.48	0	0	0	0	**0.00**	0	0
955-04	La Loche - Cluff lake	244.9	75	6.74	16	2	0	18	**2.67**	3	0
956-01	Jct Hwy 155 - Alberta Border	53.9	42	0.82	2	3	0	5	**6.10**	5	0
959-01	Hwy 4 - Birch Lake	20.0	25	0.18	0	0	0	0	**0.00**	0	0
962-01	Eldorado - Uranium City	8.4	150	0.46	0	0	0	0	**0.00**	0	0
962-02	Uranium City - Bushell	10.3	96	0.36	0	0	0	0	**0.00**	0	0
963-01	Hwy 913 - End	16.7	20	0.12	0	0	0	0	**0.00**	0	0
963-02	End - Hwy 931	25.0	10	0.09	0	0	0	0	**0.00**	0	0
965-05	Jct Hwy 155 - Jct Hwy 903	46.7	151	2.57	11	2	0	13	**5.05**	4	0
967-01	Manitoba Border - Sturgeon Lake	1.6	20	0.01	0	0	0	0	**0.00**	0	0
969-00	Hwy 969 Section Not Known	0.0	0	0.00	0	0	0	0	**0.00**	0	0
969-01	Jct Hwy 2 - Jct Hwy 930	14.9	360	1.96	0	1	0	1	**0.51**	2	0
969-02	Jct Hwy 930 - Jct Hwy 165	100.2	35	1.29	0	1	0	1	**0.78**	2	0
969-03	Jct Hwy 165 - End	38.4	0	0.00	1	0	0	1	**0.00**	0	0
	Subtotal - Hwy 969	**153.5**		**3.25**	**1**	**2**	**0**	**3**	**0.92**	**4**	**0**
980-02	Woody Lake - Hwy 3	84.0	N/A	0.00	3	0	0	3	**N/A**	0	0
982-00	Hwy 982 Section Not Known	0.0	0	0.00	0	0	0	0	**0.00**	0	0
982-01	N of Swan Plain - Jct Hwy 983	26.8	26	0.26	0	0	0	0	**0.00**	0	0
982-02	Jct Hwy 983 - Jct Hwy 9	30.6	29	0.32	1	0	0	1	**3.11**	0	0
	Subtotal - Hwy 982	**57.4**		**0.58**	**1**	**0**	**0**	**1**	**1.73**	**0**	**0**
983-00	Hwy 983 Section Not Known	0.0	0	0.00	0	0	0	0	**0.00**	0	0
983-02	Jct Hwy 982 - Jct Hwy 9	30.7	35	0.39	0	0	0	0	**0.00**	0	0
983-03	Jct Hwy 9 - Jct Hwy 984	22.7	20	0.17	1	0	0	1	**6.04**	0	0
	Subtotal - Hwy 983	**53.3**		**0.55**	**1**	**0**	**0**	**1**	**1.81**	**0**	**0**
984-01	9 Km S of Jct Hwy 983 - Jct Hwy 23	14.0	22	0.11	0	0	0	0	**0.00**	0	0
994-01	Manitoba Border - Kinoosao	1.6	20	0.01	1	0	0	1	**85.62**	0	0
	Other*				210	4	1	215	**0.00**	6	1
GRAND TOTAL		**22,683**		**8,523**	**11,864**	**1,163**	**80**	**13,107**	**1.54**	**1,811**	**97**

* Includes industrial access roads, northern tributaries, sub-connectors, service roads and not stated control sections.

2009 Traffic Collision Statistics
Urban Communities with a Population of 5,000 or More

Table 11.2

		Collisions					Persons	
Community	Population	Property Damage	Personal Injury	Fatal	Total	Acc/ 100 pop	Injured	Killed
Estevan	11,304	445	36	0	481	4.26	47	0
Humboldt	5,940	118	12	0	130	2.19	14	0
La Ronge	5,107	58	6	0	64	1.25	8	0
Lloydminster	10,662	364	43	0	407	3.82	50	0
Martensville	6,559	61	6	0	67	1.02	10	0
Meadow Lake	6,319	130	10	0	140	2.22	12	0
Melfort	5,864	118	13	0	131	2.23	15	0
Moose Jaw	34,316	1,257	145	1	1,403	4.09	183	1
Nipawin	5,052	102	4	0	106	2.10	5	0
North Battleford	15,217	449	58	0	507	3.33	79	0
Prince Albert	40,577	1,308	148	4	1,460	3.60	204	4
Regina	192,912	9,423	1,198	4	10,625	5.51	1,524	4
Saskatoon	218,573	12,202	1,202	5	13,409	6.13	1,527	5
Swift Current	16,322	516	44	0	560	3.43	52	0
Warman	6,332	79	1	0	80	1.26	1	0
Weyburn	10,288	298	25	1	324	3.15	35	2
Yorkton	17,608	463	69	1	533	3.03	99	3
Total	**608,952**	**27,391**	**3,020**	**16**	**30,427**	**5.00**	**3,865**	**19**

Populations are based on Saskatchewan Health Services Plan statistics.

The Traffic Accident Information System (TAIS) provides each city municipal engineering department with collision data specific to their city. This data, mostly in electronic form, enables each city to do a much more detailed analysis of their collisions. Many of them, in turn, summarize and publish their own collision statistics and internal analysis.

Additional information specific to any city may be obtained by contacting their respective engineering department. A listing of contacts for some of the cities is provided below.

Estevan	Mr. Greg Wock	306-634-1823
Humboldt	Mr. Rod Halyk	306-682-2221
Lloydminster	Mr. Adam Homes	780-875-2302
Melfort	Mr. Gerald Gilmore	306-752-5911
Melville	Mr. Allan Callfas	306-728-6865
Moose Jaw	Mr. Ryan Johnson	306-694-4473
North Battleford	Mr. Stewart Shafer	306-445-1735
Prince Albert	Ms. Keri Sapsford	306-953-4900
Regina	Mr. Joseph Otitoju	306-777-7749
Saskatoon	Ms. Shirley Matt	306-975-2642
Swift Current	Mr. Trevor Feicht	306-778-2777
Weyburn	Mr. Blaine Frank	306-848-3230
Yorkton	Mrs. Dawn Oehler	306-786-1737

Additional information is available from TAIS for any community wishing to do further analysis of the collisions in their respective areas. Please contact SGI's Traffic Safety Program Evaluation depatment at 306-775-6668.

2009 Pedestrian Collisions
In Urban Communities with a Population of 5,000 or More

Table 11.3

Community	Collisions			Persons	
	Personal Injury	Fatal	Total	Injured	Killed
Estevan	1	0	1	1	0
Humboldt	4	0	4	4	0
La Ronge	0	0	0	0	0
Lloydminster	3	0	3	[redacted]	[redacted]
Martensville	0	0	0	0	0
Meadow Lake	0	0	0	0	0
Melfort	0	0	0	0	0
Moose Jaw	12	0	12	[redacted]	[redacted]
Nipawin	1	0	1	[redacted]	[redacted]
North Battleford	2	0	2	2	0
Prince Albert	16	0	16	17	0
Regina	92	3	95	99	3
Saskatoon	119	1	120	126	1
Swift Current	4	0	4	4	0
Warman	0	0	0	0	0
Weyburn	2	0	2	2	0
Yorkton	5	0	5	5	0
Total	**261**	**4**	**265**	**276**	**4**

Table 11.4

2009 Bicycle Collisions

Community	Collisions				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Estevan	1	2	0	3	2	0
Humboldt	0	2	0	2	2	0
La Ronge	0	0	0	0	0	0
Lloydminster	1	3	0	4	[redacted]	[redacted]
Martensville	1	0	0	1	0	0
Meadow Lake	0	0	0	0	0	0
Melfort	0	0	0	0	0	0
Moose Jaw	0	4	0	4	[redacted]	[redacted]
Nipawin	0	0	0	0	[redacted]	[redacted]
North Battleford	0	2	0	2	2	0
Prince Albert	4	12	0	16	12	0
Regina	14	56	0	70	56	0
Saskatoon	27	40	0	67	40	0
Swift Current	0	0	0	0	0	0
Warman	0	0	0	0	0	0
Weyburn	0	1	0	1	1	0
Yorkton	2	4	0	6	4	0
Total	**50**	**126**	**0**	**176**	**126**	**0**

2009 Alcohol-Involved Collisions
In Urban Communities with a Population of 5,000 or More

Table 11.5

Community	Collisions				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Estevan	11	1	0	12	1	0
Humboldt	2	2	0	4	4	0
La Ronge	5	3	0	8	4	0
Lloydminster	7	2	0	9	2	0
Martensville	1	1	0	2	2	0
Meadow Lake	5	1	0	6	1	0
Melfort	1	2	0	3	3	0
Moose Jaw	30	7	0	37	9	0
Nipawin	3	0	0	3	0	0
North Battleford	10	2	0	12	6	0
Prince Albert	55	17	3	75	29	3
Regina	274	98	1	373	144	1
Saskatoon	283	77	2	362	112	2
Swift Current	3	2	0	5	4	0
Warman	2	0	0	2	0	0
Weyburn	9	1	0	10	3	0
Yorkton	16	4	1	21	9	3
Total	**717**	**220**	**7**	**944**	**333**	**9**

Traffic Collision Statistics by Intersection - Three Cities

Intersections Listed in order of 2009 Collision Frequency

Table 11.6

Saskatoon	Traffic Control	Collisions 2007	Collisions 2008	Collisions 2009	Collisions/ 10 mil veh*
Idylwyld Dr & 22nd St	Traffic Signals	84	80	86	38.29
51st St / Lenore & Wanuskewin / Warman	Traffic Signals	74	95	83	52.93
Ave C & Circle Dr	Traffic Signals	73	74	80	34.05
33rd St & Idylwyld Dr	Traffic Signals	49	49	72	36.91
College Dr & Preston Ave	Traffic Signals	65	71	68	34.51
8th St & Preston Ave	Traffic Signals	49	61	64	33.27
51st St & Millar Ave	Traffic Signals	57	56	62	41.02
22nd St & Diefenbaker Dr	Traffic Signals	35	44	62	53.46
McKercher Dr & 8th St	Traffic Signals	46	49	60	35.39
Central Ave & Attridge Dr	Traffic Signals	34	41	60	35.29
20th St& Idylwyld Dr	Traffic Signals	45	62	45	27.54
8th St & Clarence Ave	Traffic Signals	31	24	43	29.17
51st St & Faithfull Ave	Traffic Signals	38	36	43	35.93
8th St & Acadia Dr	Traffic Signals	32	22	43	22.69
Circle Dr & Millar Ave	Traffic Signals	49	48	42	27.71
Regina					
Albert St & Saskatchewan Dr	Traffic Signals	38	39	67	34.54
Prince of Wales Dr & Victoria Ave	Traffic Signals	26	45	65	35.12
Arcola Ave & Victoria Ave	Traffic Signals	29	36	58	31.00
9th Ave N & Pasqua St / Ring Rd	Traffic Signals	24	31	57	19.46
9th Ave N & McCarthy Blvd N	Traffic Signals	37	37	56	43.48
Park St & Victoria Ave E	Traffic Signals	37	43	50	30.62
Fleet St / University PK Dr & Victoria Ave	Traffic Signals	35	40	45	22.90
Pasqua St & Rochdale Blvd	Traffic Signals	35	32	45	27.25
4th Ave & Albert St	Traffic Signals	20	33	43	27.49
Albert St & Dewdney Ave	Traffic Signals	27	24	41	24.83
1st Ave N & Lewvan Dr	Traffic Signals	18	25	37	23.20
Arcola Ave / Saskatchewan Dr & Winnipeg St	Traffic Signals	22	23	36	31.21
Albert St & Parliament Ave	Traffic Signals	42	32	34	22.64
Victoria Ave & Winnipeg St	Traffic Signals	27	36	33	25.45
13th Ave & Albert St	Traffic Signals	27	14	32	20.10
Prince Albert					
6th Ave E & 15th St	Traffic Signals	19	42	39	33.33
2nd Ave W & 15th St	Traffic Signals	28	33	35	23.92
2nd Ave W & Marquis Rd	Traffic Signals	14	24	25	20.55
6th Ave E & 22nd St	Traffic Signals	15	16	21	22.88
6th Ave E & 28th St	Traffic Signals	9	20	20	19.68
5th Ave E & 15th St	Traffic Signals	3	6	17	22.94
6th Ave E & Marquis Rd	Traffic Signals	8	11	16	15.89
2nd Ave W & 22nd St	Traffic Signals	6	7	14	15.86
15th Ave E & 15th St	Traffic Signals	6	11	13	23.06
6th Ave W & 15th St	Traffic Signals	4	6	13	21.19
Central Ave & 15th St	Traffic Signals	11	12	12	11.01
Central Ave & 28th St	Traffic Signals	8	9	12	18.11
1st Ave E & 15th St	Traffic Signals	13	16	11	10.07
2nd Ave W & 28th St	Traffic Signals	10	20	11	9.59
1st Ave W & 15th St	Traffic Signals	7	7	11	14.61

* Collisions per 10 million vehicles travelling through the location

2009 Traffic Collision Statistics

Table 11.7

Urban Communities with a Population Between 250 and 5,000

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Aberdeen	772	3	0	0	3	0.39	0	0
Air Ronge	1,833	9	1	0	10	0.55	1	0
Alameda	380	3	0	0	3	0.79	0	0
Allan	773	5	0	0	5	0.65	0	0
Annaheim	311	1	0	0	1	0.32	0	0
Arborfield	407	3	0	0	3	0.74	0	0
Archerwill	338	2	1	0	3	0.89	1	0
Arcola	581	10	1	0	11	1.89	2	0
Asquith	893	8	0	0	8	0.90	0	0
Assiniboia	2,669	50	1	0	51	1.91	2	0
Avonlea	486	2	0	0	2	0.41	0	0
Balcarres	666	9	0	0	9	1.35	0	0
Balgonie	1,981	22	2	0	24	1.21	2	0
Battleford	4,064	46	9	0	55	1.35	16	0
Beauval	1,034	3	1	0	4	0.39	1	0
Beechy	303	6	0	0	6	1.98	0	0
Bengough	467	1	0	0	1	0.21	0	0
Bethune	455	5	2	0	7	1.54	3	0
Bienfait	989	8	0	0	8	0.81	0	0
Big River	1,046	20	1	0	21	2.01	0	0
Biggar	2,468	39	4	0	43	1.74	4	0
Birch Hills	1,247	12	0	0	12	0.96	0	0
Bjorkdale	322	4	0	0	4	1.24	0	0
Blaine Lake	628	3	0	0	3	0.48	0	0
Borden	385	6	1	0	7	1.82	0	0
Bredenbury	406	12	0	0	12	2.96	1	0
Broadview	619	11	0	0	11	1.78	0	0
Bruno	682	9	0	0	9	1.32	0	0
Buchanan	252	0	0	0	0	0.00	0	0
Buena Vista	494	21	2	0	23	4.66	0	0
Buffalo Narrows	1,360	2	0	0	2	0.15	3	0
Burstall	342	1	0	0	1	0.29	0	0
Cabri	577	8	0	0	8	1.39	0	0
Candle Lake	667	9	0	0	9	1.35	0	0
Canoe Narrows	1,035	1	1	0	2	0.19	1	0
Canora	2,535	44	1	0	45	1.78	1	0
Canwood	449	3	0	0	3	0.67	0	0
Carievale	318	3	0	0	3	0.94	0	0
Carlyle	1,576	32	3	0	35	2.22	4	0
Carnduff	1,168	13	2	0	15	1.28	2	0
Caronport	1,126	6	0	0	6	0.53	0	0
Carrot River	1,262	16	0	0	16	1.27	0	0
Central Butte	487	6	0	0	6	1.23	0	0
Chaplin	282	3	0	0	3	1.06	0	0
Choiceland	498	4	0	0	4	0.80	0	0
Churchbridge	781	9	0	0	9	1.15	0	0
Clavet	740	7	0	0	7	0.95	0	0
Cochin	373	3	1	0	4	1.07	5	0
Codette	318	1	1	0	2	0.63	1	0
Coleville	314	5	0	0	5	1.59	0	0
Colonsay	551	4	0	0	4	0.73	0	0
Coronach	771	7	0	0	7	0.91	0	0
Craik	493	2	0	0	2	0.41	0	0

2009 Traffic Collision Statistics

Table 11.7

Urban Communities with a Population Between 250 and 5,000

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Craven	733	9	0	0	9	1.23	0	0
Creighton	1,749	18	1	0	19	1.09	1	0
Cudworth	847	11	0	0	11	1.30	0	0
Cumberland House	1,331	6	2	0	8	0.60	2	0
Cupar	633	0	0	0	0	0.00	0	0
Cut Knife	605	7	2	0	9	1.49	4	0
Dalmeny	1,929	14	1	0	15	0.78	1	0
Davidson	1,185	16	2	0	18	1.52	4	0
Debden	505	7	0	0	7	1.39	0	0
Delisle	1,266	8	2	0	10	0.79	2	0
Denare Beach	889	6	0	0	6	0.67	0	0
Dillon	519	14	2	0	16	3.08	4	0
Dinsmore	351	3	0	0	3	0.85	0	0
Dorintosh	260	1	0	0	1	0.38	0	0
Drake	286	2	0	0	2	0.70	0	0
Duck Lake	469	12	3	0	15	3.20	3	0
Dundurn	1,261	7	0	0	7	0.56	0	0
Dysart	280	0	1	0	1	0.36	1	0
Earl Grey	361	1	0	0	1	0.28	0	0
Eastend	614	6	0	0	6	0.98	0	0
Eatonia	637	4	1	0	5	0.78	1	0
Edam	549	5	0	0	5	0.91	0	0
Edenwold	291	2	0	0	2	0.69	0	0
Elbow	402	4	0	0	4	1.00	0	0
Elrose	572	11	1	0	12	2.10	1	0
Englefeld	291	0	1	0	1	0.34	1	0
Esterhazy	2,706	47	1	0	48	1.77	1	0
Eston	1,117	15	1	0	16	1.43	1	0
Fillmore	281	1	1	0	2	0.71	1	0
Flin Flon	304	3	0	0	3	0.99	0	0
Foam Lake	1,275	14	0	0	14	1.10	0	0
Fond Du Lac	782	2	2	0	4	0.51	3	0
Fort Qu'Appelle	2,344	67	6	0	73	3.11	9	0
Fox Valley	375	4	0	0	4	1.07	0	0
Frontier	503	4	0	0	4	0.80	0	0
Gainsborough	291	1	0	0	1	0.34	0	0
Glaslyn	458	7	1	0	8	1.75	1	0
Goodsoil	497	3	0	0	3	0.60	0	0
Govan	270	2	0	0	2	0.74	0	0
Gravelbourg	1,304	17	1	0	18	1.38	1	0
Green Lake	580	2	0	0	2	0.34	0	0
Grenfell	1,154	12	2	0	14	1.21	2	0
Gull Lake	1,222	18	1	0	19	1.55	1	0
Hafford	467	4	0	0	4	0.86	0	0
Hague	1,188	15	0	0	15	1.26	0	0
Hanley	605	1	1	0	2	0.33	1	0
Harris	253	3	1	0	4	1.58	1	0
Hepburn	796	6	0	0	6	0.75	0	0
Herbert	806	11	0	0	11	1.36	0	0
Hodgeville	291	0	0	0	0	0.00	0	0
Hudson Bay	1,990	22	1	0	23	1.16	2	0
Ile A La Crosse	1,487	6	0	0	6	0.40	0	0
Imperial	358	0	0	0	0	0.00	0	0

2009 Traffic Collision Statistics

Table 11.7

Urban Communities with a Population Between 250 and 5,000

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Indian Head	1,895	28	4	0	32	1.69	5	0
Invermay	326	1	0	0	1	0.31	0	0
Ituna	781	10	1	0	11	1.41	2	0
Kamsack	1,993	31	2	0	33	1.66	2	0
Kelliher	323	4	0	0	4	1.24	0	0
Kelvington	1,063	12	1	0	13	1.22	1	0
Kenaston	352	6	2	0	8	2.27	3	0
Kenosee Lake	334	1	0	0	1	0.30	0	0
Kerrobert	1,112	25	0	0	25	2.25	0	0
Kindersley	4,894	105	5	0	110	2.25	7	0
Kinistino	695	8	0	0	8	1.15	0	0
Kipling	1,117	25	1	0	26	2.33	1	0
Kyle	516	3	0	0	3	0.58	0	0
La Loche	2,914	39	2	1	42	1.44	2	1
Lafleche	510	10	0	0	10	1.96	0	0
Laird	309	1	0	0	1	0.32	0	0
Lake Lenore	382	1	0	0	1	0.26	0	0
Lampman	772	10	0	0	10	1.30	0	0
Langenburg	1,237	15	0	0	15	1.21	0	0
Langham	1,507	12	0	0	12	0.80	0	0
Lanigan	1,470	19	2	0	21	1.43	3	0
Lashburn	1,178	10	0	0	10	0.85	0	0
Leader	938	11	0	0	11	1.17	0	0
Leask	435	2	0	0	2	0.46	0	0
Lebret	315	5	0	0	5	1.59	0	0
Lemberg	333	5	0	0	5	1.50	0	0
Leoville	446	4	1	0	5	1.12	1	0
Leroy	525	1	0	0	1	0.19	0	0
Lipton	356	2	1	0	3	0.84	1	0
Loon Lake	401	7	1	0	8	2.00	2	0
Lucky Lake	357	0	1	0	1	0.28	1	0
Lumsden	1,996	32	2	0	34	1.70	3	0
Luseland	674	8	0	0	8	1.19	0	0
Macklin	1,570	21	3	0	24	1.53	3	0
Maidstone	1,354	13	0	0	13	0.96	0	0
Mankota	259	0	0	0	0	0.00	0	0
Manor	349	2	1	0	3	0.86	1	0
Maple Creek	2,793	44	1	0	45	1.61	2	0
Marsden	316	3	0	0	3	0.95	0	0
Marshall	706	0	0	0	0	0.00	0	0
Maryfield	380	5	0	0	5	1.32	0	0
Mclean	375	0	0	0	0	0.00	0	0
Meath Park	345	1	0	0	1	0.29	0	0
Melville	4,667	90	10	0	100	2.14	13	0
Meota	520	7	0	0	7	1.35	0	0
Midale	671	8	0	0	8	1.19	0	0
Middle Lake	359	3	0	0	3	0.84	0	0
Milden	293	0	0	0	0	0.00	0	0
Milestone	708	7	0	0	7	0.99	0	0
Montmartre	521	6	1	0	7	1.34	1	0
Moosomin	2,496	41	4	0	45	1.80	5	0
Morse	299	5	0	0	5	1.67	0	0
Mortlach	325	5	0	0	5	1.54	0	0

2009 Traffic Collision Statistics Table 11.7

Urban Communities with a Population Between 250 and 5,000

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Mossbank	406	7	0	0	7	1.72	0	0
Muenster	462	6	0	0	6	1.30	0	0
Naicam	786	6	1	0	7	0.89	1	0
Neilburg	506	4	0	0	4	0.79	0	0
Neudorf	307	2	0	0	2	0.65	0	0
Nokomis	420	4	1	0	5	1.19	1	0
Norquay	586	7	0	0	7	1.19	0	0
Odessa	291	3	1	0	4	1.37	5	0
Ogema	397	6	1	0	7	1.76	2	0
Osler	1,419	10	0	0	10	0.70	0	0
Outlook	2,476	34	3	0	37	1.49	3	0
Oxbow	1,415	19	1	0	20	1.41	1	0
Pangman	253	2	0	0	2	0.79	0	0
Paradise Hill	697	7	0	0	7	1.00	0	0
Patuanak	509	4	0	0	4	0.79	0	0
Pelican Narrows	2,305	6	0	0	6	0.26	0	0
Pelly	312	6	0	0	6	1.92	0	0
Pense	589	5	0	0	5	0.85	0	0
Perdue	536	1	0	0	1	0.19	0	0
Pierceland	760	5	0	0	5	0.66	0	0
Pilot Butte	2,125	16	4	0	20	0.94	6	0
Pinehouse Lake	1,114	5	0	0	5	0.45	0	0
Ponteix	589	8	1	0	9	1.53	2	0
Porcupine Plain	1,113	14	0	0	14	1.26	0	0
Preeceville	1,214	17	0	0	17	1.40	0	0
Prud'Homme	276	1	0	0	1	0.36	0	0
Qu'Appelle	768	4	1	0	5	0.65	1	0
Quill Lake	574	6	2	0	8	1.39	5	0
Radisson	581	4	0	0	4	0.69	0	0
Radville	840	11	0	0	11	1.31	0	0
Raymore	639	11	1	0	12	1.88	1	0
Redvers	1,055	15	0	0	15	1.42	0	0
Regina Beach	1,224	31	3	0	34	2.78	4	0
Rocanville	1,040	13	1	0	14	1.35	1	0
Rockglen	420	7	1	0	8	1.90	1	0
Rose Valley	404	9	1	0	10	2.48	1	0
Rosetown	2,656	81	4	0	85	3.20	7	0
Rosthern	1,631	18	0	0	18	1.10	0	0
Rouleau	477	5	0	0	5	1.05	0	0
Saltcoats	596	5	0	0	5	0.84	0	0
Sandy Bay	1,294	3	1	0	4	0.31	1	0
Sedley	376	3	0	0	3	0.80	0	0
Shaunavon	1,989	26	1	0	27	1.36	1	0
Shell Lake	382	4	0	0	4	1.05	0	0
Shellbrook	1,690	26	3	0	29	1.72	5	0
Silton	466	3	0	0	3	0.64	0	0
Smeaton	268	3	0	0	3	1.12	0	0
Southend	704	1	1	0	2	0.28	1	0
Southey	962	12	1	0	13	1.35	3	0
Spalding	288	1	0	0	1	0.35	0	0
Spiritwood	1,191	20	1	0	21	1.76	1	0
Springside	603	4	0	0	4	0.66	0	0
St Brieux	690	4	0	0	4	0.58	0	0

2009 Traffic Collision Statistics

Table 11.7

Urban Communities with a Population Between 250 and 5,000

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
St Louis	583	7	0	0	7	1.20	0	0
St Walburg	857	11	0	0	11	1.28	0	0
Stanley Mission	1,300	4	0	0	4	0.31	0	0
Star City	516	5	0	0	5	0.97	0	0
Stockholm	400	4	0	0	4	1.00	0	0
Stony Rapids	1,236	0	0	0	0	0.00	0	0
Stoughton	687	10	0	0	10	1.46	0	0
Strasbourg	888	11	0	0	11	1.24	0	0
Sturgis	714	11	1	0	12	1.68	1	0
Theodore	426	1	0	0	1	0.23	0	0
Timber Bay	1,080	0	0	0	0	0.00	0	0
Tisdale	3,580	95	9	0	104	2.91	13	0
Turnor Lake	577	2	0	0	2	0.35	0	0
Turtleford	688	10	0	0	10	1.45	0	0
Unity	2,466	45	4	0	49	1.99	6	0
Vanscoy	723	8	1	0	9	1.24	1	0
Vibank	488	8	0	0	8	1.64	0	0
Viscount	320	5	0	0	5	1.56	0	0
Vonda	365	2	2	0	4	1.10	2	0
Wadena	1,387	22	1	0	23	1.66	1	0
Wakaw	1,176	19	2	0	21	1.79	2	0
Waldeck	373	1	0	0	1	0.27	0	0
Waldheim	1,206	4	0	0	4	0.33	0	0
Wapella	394	4	1	0	5	1.27	1	0
Watrous	2,133	31	1	0	32	1.50	1	0
Watson	844	13	1	0	14	1.66	1	0
Wawota	611	10	0	0	10	1.64	0	0
White City	2,313	16	2	0	18	0.78	2	0
White Fox	532	3	2	0	5	0.94	3	0
Whitewood	1,006	16	2	0	18	1.79	2	0
Wilcox	353	0	0	0	0	0.00	0	0
Wilkie	1,356	9	4	0	13	0.96	5	0
Willow Bunch	325	2	0	0	2	0.62	0	0
Wollaston Lake	1,133	1	1	0	2	0.18	1	0
Wolseley	965	12	1	0	13	1.35	2	0
Wynyard	2,038	30	4	0	34	1.67	8	0
Yellow Grass	437	4	0	0	4	0.92	0	0
Young	354	7	0	0	7	1.98	0	0
Zenon Park	253	2	0	0	2	0.79	0	0
Totals	**223,009**	**2,677**	**193**	**1**	**2,871**	**1.29**	**264**	**1**
Summary of Urban Collisions								
Communities under 250	26,629	158	16	2	176	0.66	5	5
Communities 250 to 5,000	223,009	2,677	193	1	2,871	1.29	264	1
Communities over 5,000	608,952	27,391	3,020	16	30,427	5.00	3,865	19
Total - All Communities	**858,590**	**30,226**	**3,229**	**19**	**33,474**	**3.90**	**4,134**	**25**

Populations are based on Saskatchewan Health Services Plan statistics.

2009 Traffic Collision Statistics by Rural Municipality

Table 11.8

	Rural Municipality	Population	Travel MvKm	Collisions Property Damage	Collisions Personal Injury	Collisions Fatal	Collisions Total	Acc/ MvKm	Acc/ 100 pop	Victims Injured	Victims Killed
001	Argyle	228	4.40	17	2	1	20	4.54	8.77	2	1
002	Mount Pleasant	320	8.38	21	2	0	23	2.75	7.19	2	0
003	Enniskillen	384	6.81	34	1	0	35	5.14	9.11	2	0
004	Coalfields	284	7.22	23	1	0	24	3.32	8.45	1	0
005	Estevan	655	7.24	56	6	1	63	8.70	9.62	9	1
006	Cambria	200	3.82	8	0	0	8	2.10	4.00	0	0
007	Souris Valley	295	4.31	5	1	0	6	1.39	2.03	2	0
008	Lake Alma	236	3.65	6	0	0	6	1.64	2.54	0	0
009	Surprise Valley	152	3.84	5	2	0	7	1.82	4.61	2	0
010	Happy Valley	198	1.32	2	0	0	2	1.51	1.01	0	0
011	Hart Butte	204	6.60	12	1	0	13	1.97	6.37	1	0
012	Poplar Valley	284	3.46	10	0	0	10	2.89	3.52	0	0
017	Val Marie	450	5.98	3	0	0	3	0.50	0.67	0	0
018	Lone Tree	141	2.52	5	1	0	6	2.38	4.26	1	0
019	Frontier	239	4.10	9	2	0	11	2.69	4.60	3	0
031	Storthoaks	304	4.46	12	2	0	14	3.14	4.61	2	0
032	Reciprocity	298	8.43	19	3	0	22	2.61	7.38	3	0
033	Moose Creek	313	6.92	15	1	0	16	2.31	5.11	1	0
034	Browning	408	11.73	30	1	0	31	2.64	7.60	1	0
035	Benson	420	8.38	10	1	0	11	1.31	2.62	1	0
036	Cymri	331	14.99	44	3	0	47	3.14	14.20	3	0
037	Lomond	245	8.30	13	2	0	15	1.81	6.12	2	0
038	Laurier	298	6.34	17	2	0	19	3.00	6.38	3	0
039	The Gap	183	3.95	7	1	0	8	2.02	4.37	1	0
040	Bengough	246	6.68	15	2	0	17	2.55	6.91	2	0
042	Willow Bunch	399	5.47	14	2	0	16	2.92	4.01	3	0
043	Old Post	316	5.56	15	1	0	16	2.88	5.06	1	0
044	Waverley	278	5.67	12	0	0	12	2.11	4.32	0	0
045	Mankota	438	4.67	19	0	0	19	4.06	4.34	0	0
046	Glen McPherson	106	1.89	2	0	0	2	1.06	1.89	0	0
049	White Valley	447	9.95	29	1	0	30	3.01	6.71	2	0
051	Reno	319	6.15	6	0	0	6	0.98	1.88	0	0
061	Antler	462	9.35	33	1	0	34	3.64	7.36	1	0
063	Moose Mountain	399	8.17	41	2	0	43	5.27	10.78	2	0
064	Brock	227	8.78	36	0	1	37	4.21	16.30	0	1
065	Tecumseh	269	6.23	36	2	1	39	6.26	14.50	2	1
066	Griffin	336	8.09	17	0	0	17	2.10	5.06	0	0
067	Weyburn	626	8.43	33	1	0	34	4.03	5.43	1	0
068	Brokenshell	294	3.81	6	0	0	6	1.58	2.04	0	0
069	Norton	204	4.41	9	0	0	9	2.04	4.41	0	0
070	Key West	299	5.71	18	2	0	20	3.50	6.69	2	0
071	Excel	502	6.39	8	1	0	9	1.41	1.79	2	0
072	Lake of The Rivers	234	6.65	13	2	0	15	2.26	6.41	3	0
073	Stonehenge	415	6.35	12	2	0	14	2.21	3.37	2	0
074	Wood River	265	4.99	10	1	0	11	2.21	4.15	1	0
075	Pinto Creek	239	4.36	7	0	1	8	1.83	3.35	1	2
076	Auvergne	278	5.63	19	2	0	21	3.73	7.55	3	0
077	Wise Creek	212	3.11	5	1	0	6	1.93	2.83	1	0

2009 Traffic Collision Statistics by Rural Municipality

Table 11.8

	Rural Municipality	Population	Travel MvKm	Collisions: Property Damage	Collisions: Personal Injury	Collisions: Fatal	Collisions: Total	Acc/ MvKm	Acc/ 100 pop	Victims: Injured	Victims: Killed
078	Grassy Creek	245	4.10	14	2	0	16	3.91	6.53	3	0
079	Arlington	291	5.54	6	1	0	7	1.26	2.41	1	0
091	Maryfield	323	5.59	17	1	0	18	3.22	5.57	2	0
092	Walpole	334	7.74	14	2	0	16	2.07	4.79	4	0
093	Wawken	370	6.35	21	1	0	22	3.46	5.95	1	0
094	Hazelwood	254	8.34	14	6	0	20	2.40	7.87	6	0
095	Golden West	323	7.48	11	1	0	12	1.60	3.72	1	0
096	Fillmore	228	7.89	16	3	0	19	2.41	8.33	3	0
097	Wellington	290	4.58	6	0	0	6	1.31	2.07	0	0
098	Scott	156	5.28	7	0	0	7	1.33	4.49	0	0
099	Caledonia	261	3.92	8	1	0	9	2.30	3.45	2	0
100	Elmsthorpe	231	4.92	19	0	1	20	4.06	8.66	1	1
101	Terrell	243	4.26	4	2	0	6	1.41	2.47	4	0
102	Lake Johnston	127	3.45	9	1	0	10	2.90	7.87	1	0
103	Sutton	236	5.82	9	1	0	10	1.72	4.24	1	0
104	Gravelbourg	316	4.51	16	1	0	17	3.77	5.38	2	0
105	Glen Bain	247	3.78	1	0	0	1	0.26	0.40	0	0
106	Whiska Creek	410	4.24	12	2	0	14	3.30	3.41	3	0
107	Lac Pelletier	320	4.57	11	0	0	11	2.41	3.44	0	0
108	Bone Creek	328	5.37	14	0	0	14	2.61	4.27	0	0
109	Carmichael	467	4.77	10	0	0	10	2.10	2.14	0	0
110	Piapot	343	7.91	16	0	0	16	2.02	4.66	0	0
111	Maple Creek	851	13.48	39	3	0	42	3.11	4.94	6	0
121	Moosomin	360	7.43	19	3	0	22	2.96	6.11	3	0
122	Martin	280	8.12	14	2	0	16	1.97	5.71	2	0
123	Silverwood	450	8.75	8	1	0	9	1.03	2.00	1	0
124	Kingsley	389	9.09	26	4	0	30	3.30	7.71	5	0
125	Chester	353	6.51	32	0	0	32	4.92	9.07	0	0
126	Montmartre	420	9.57	21	2	0	23	2.40	5.48	2	0
127	Francis	574	9.76	27	3	0	30	3.07	5.23	3	0
128	Lajord	927	7.44	14	2	0	16	2.15	1.73	2	0
129	Bratt's Lake	162	6.19	13	4	0	17	2.75	10.49	4	0
130	Redburn	212	5.89	13	0	0	13	2.21	6.13	0	0
131	Baildon	374	6.30	6	0	0	6	0.95	1.60	0	0
132	Hillsborough	66	1.00	2	0	0	2	2.01	3.03	0	0
133	Rodgers	100	2.72	5	0	0	5	1.84	5.00	0	0
134	Shamrock	172	3.41	6	1	0	7	2.05	4.07	1	0
135	Lawtonia	269	4.14	10	2	0	12	2.90	4.46	3	0
136	Coulee	378	4.86	5	4	0	9	1.85	2.38	6	0
137	Swift Current	1,238	9.26	32	1	0	33	3.56	2.67	3	0
138	Webb	379	7.57	11	0	0	11	1.45	2.90	0	0
139	Gull Lake	182	5.16	20	1	0	21	4.07	11.54	3	0
141	Big Stick	131	3.90	5	0	0	5	1.28	3.82	0	0
142	Enterprise	152	7.96	1	2	0	3	0.38	1.97	3	0
151	Rocanville	447	6.93	24	2	1	27	3.90	6.04	2	1
152	Spy Hill	315	5.26	22	0	0	22	4.19	6.98	0	0
153	Willowdale	278	5.93	18	0	0	18	3.03	6.47	0	0
154	Elcapo	481	9.20	35	1	0	36	3.91	7.48	1	0

2009 Traffic Collision Statistics by Rural Municipality

Table 11.8

	Rural Municipality	Population	Travel MvKm	Collisions Property Damage	Collisions Personal Injury	Collisions Fatal	Collisions Total	Acc/ MvKm	Acc/ 100 pop	Victims Injured	Victims Killed
155	Wolseley	406	7.96	26	3	1	30	3.77	7.39	4	1
156	Indian Head	269	8.36	28	5	0	33	3.95	12.27	5	0
157	South Qu'Appelle	765	7.16	32	2	0	34	4.75	4.44	5	0
158	Edenwold	2,839	15.61	88	11	0	99	6.34	3.49	15	0
159	Sherwood	399	24.95	119	16	0	135	5.41	33.83	23	0
160	Pense	397	10.35	28	6	0	34	3.28	8.56	6	0
161	Moose Jaw	442	9.03	34	4	0	38	4.21	8.60	5	0
162	Caron	408	4.70	13	1	0	14	2.98	3.43	1	0
163	Wheatlands	147	4.27	14	1	0	15	3.51	10.20	1	0
164	Chaplin	103	2.39	8	0	0	8	3.34	7.77	0	0
165	Morse	385	8.82	21	2	0	23	2.61	5.97	3	0
166	Excelsior	715	9.60	12	0	0	12	1.25	1.68	0	0
167	Saskatchewan Landing	349	5.52	9	1	0	10	1.81	2.87	2	0
168	Riverside	418	10.46	18	1	0	19	1.82	4.55	1	0
169	Pittville	198	6.30	8	1	0	9	1.43	4.55	1	0
171	Fox Valley	324	5.85	13	1	1	15	2.56	4.63	2	1
181	Langenburg	515	7.74	15	1	0	16	2.07	3.11	1	0
183	Fertile Belt	691	9.98	45	5	0	50	5.01	7.24	6	0
184	Grayson	416	6.54	16	1	0	17	2.60	4.09	1	0
185	McLeod	493	4.86	13	1	0	14	2.88	2.84	1	0
186	Abernethy	325	6.73	18	0	0	18	2.68	5.54	0	0
187	North Qu'Appelle	388	7.80	23	4	0	27	3.46	6.96	5	0
189	Lumsden	818	13.68	51	4	0	55	4.02	6.72	6	0
190	Dufferin	438	5.89	22	3	1	26	4.42	5.94	5	1
191	Marquis	239	4.43	6	2	0	8	1.80	3.35	4	0
193	Eyebrow	180	4.91	8	0	0	8	1.63	4.44	0	0
194	Enfield	262	5.59	8	0	0	8	1.43	3.05	0	0
211	Churchbridge	582	7.15	13	0	0	13	1.82	2.23	0	0
213	Saltcoats	598	7.75	21	0	0	21	2.71	3.51	0	0
214	Cana	747	5.72	21	7	0	28	4.89	3.75	12	0
215	Stanley	468	6.91	17	0	0	17	2.46	3.63	0	0
216	Tullymet	250	3.72	4	0	0	4	1.07	1.60	0	0
217	Lipton	324	6.23	14	0	0	14	2.25	4.32	0	0
218	Cupar	441	8.07	26	2	0	28	3.47	6.35	2	0
219	Longlaketon	649	10.93	31	0	0	31	2.84	4.78	0	0
220	McKillop	355	6.77	40	3	0	43	6.35	12.11	5	0
221	Sarnia	257	7.69	8	1	0	9	1.17	3.50	1	0
222	Craik	244	6.29	9	2	0	11	1.75	4.51	2	0
223	Huron	178	3.85	8	2	0	10	2.60	5.62	2	0
224	Maple Bush	146	4.25	10	0	0	10	2.35	6.85	0	0
225	Canaan	126	3.40	10	0	0	10	2.94	7.94	0	0
226	Victory	416	4.49	12	2	0	14	3.12	3.37	3	0
228	Lacadena	536	9.64	17	0	0	17	1.76	3.17	0	0
229	Miry Creek	362	9.36	12	1	0	13	1.39	3.59	2	0
230	Clinworth	207	5.41	9	0	0	9	1.66	4.35	0	0
231	Happyland	282	8.40	20	0	1	21	2.50	7.45	2	1
232	Deer Forks	191	4.07	9	0	0	9	2.21	4.71	0	0
241	Calder	319	4.31	4	0	0	4	0.93	1.25	0	0

2009 Traffic Collision Statistics by Rural Municipality

Table 11.8

	Rural Municipality	Population	Travel MvKm	Collisions: Property Damage	Collisions: Personal Injury	Collisions: Fatal	Collisions: Total	Acc/ MvKm	Acc/ 100 pop	Victims: Injured	Victims: Killed
243	Wallace	701	7.61	10	1	0	11	1.45	1.57	7	0
244	Orkney	814	8.92	30	2	0	32	3.59	3.93	2	0
245	Garry	328	5.75	6	0	0	6	1.04	1.83	0	0
246	Ituna Bon Accord	368	5.46	19	1	0	20	3.67	5.43	1	0
247	Kellross	349	7.02	22	2	0	24	3.42	6.88	7	0
248	Touchwood	222	6.02	9	3	0	12	1.99	5.41	3	0
250	Last Mountain Valley	268	6.23	23	1	0	24	3.85	8.96	1	0
251	Big Arm	225	4.70	13	0	0	13	2.77	5.78	0	0
252	Arm River	210	7.78	17	0	0	17	2.19	8.10	0	0
253	Willner	233	5.19	3	0	0	3	0.58	1.29	0	0
254	Loreburn	299	5.59	15	2	0	17	3.04	5.69	2	0
255	Coteau	397	5.33	8	1	0	9	1.69	2.27	1	0
256	King George	190	2.79	5	0	0	5	1.79	2.63	0	0
257	Monet	426	6.54	9	0	0	9	1.38	2.11	0	0
259	Snipe Lake	387	7.53	12	2	0	14	1.86	3.62	2	0
260	Newcombe	282	5.34	7	1	0	8	1.50	2.84	2	0
261	Chesterfield	379	9.26	13	4	0	17	1.84	4.49	8	0
271	Cote	434	4.36	12	2	0	14	3.21	3.23	4	0
273	Sliding Hills	521	6.62	8	3	0	11	1.66	2.11	3	0
274	Good Lake	476	7.03	11	0	0	11	1.56	2.31	0	0
275	Insinger	365	6.09	5	0	0	5	0.82	1.37	0	0
276	Foam Lake	584	10.48	16	2	0	18	1.72	3.08	3	0
277	Emerald	552	6.90	4	2	0	6	0.87	1.09	2	0
278	Kutawa	130		4	0	0	4	0.00	3.08	0	0
279	Mount Hope	595	13.55	27	5	1	33	2.44	5.55	5	1
280	Wreford	237	3.98	9	1	0	10	2.51	4.22	2	0
281	Wood Creek	306	5.06	9	1	0	10	1.98	3.27	1	0
282	McCraney	413	5.39	10	1	0	11	2.04	2.66	1	0
283	Rosedale	323	7.79	23	3	0	26	3.34	8.05	3	0
284	Rudy	376	5.90	22	0	0	22	3.73	5.85	0	0
285	Fertile Valley	189	5.76	18	3	0	21	3.65	11.11	6	0
286	Milden	431	4.57	12	2	1	15	3.28	3.48	2	1
287	St. Andrews	367	7.27	14	1	0	15	2.06	4.09	2	0
288	Pleasant Valley	729	4.27	13	1	0	14	3.28	1.92	1	0
290	Kindersley	140	14.35	32	2	2	36	2.51	25.71	3	2
292	Milton	236	4.92	7	2	0	9	1.83	3.81	3	0
301	St. Philips	298	3.65	9	2	0	11	3.02	3.69	4	0
303	Keys	390	4.88	11	0	0	11	2.25	2.82	0	0
304	Buchanan	540	5.16	7	1	0	8	1.55	1.48	1	0
305	Invеay	449	5.67	8	1	0	9	1.59	2.00	1	0
307	Elfros	537	6.07	14	4	0	18	2.97	3.35	5	0
308	Big Quill	240	8.88	20	2	0	22	2.48	9.17	3	0
309	Prairie Rose	575	5.67	7	0	0	7	1.23	1.22	0	0
310	Usborne	318	10.77	28	6	0	34	3.16	10.69	7	0
312	Morris	157	9.24	22	4	0	26	2.81	16.56	4	0
313	Lost River	338	5.49	6	1	0	7	1.27	2.07	2	0
314	Dundurn	302	5.15	10	2	0	12	2.33	3.97	2	0
315	Montrose	176	6.69	12	0	0	12	1.79	6.82	0	0

2009 Traffic Collision Statistics by Rural Municipality

Table 11.8

	Rural Municipality	Population	Travel MvKm	Collisions Property Damage	Collisions Personal Injury	Collisions Fatal	Collisions Total	Acc/ MvKm	Acc/ 100 pop	Victims Injured	Victims Killed
316	Harris	357	4.88	17	0	0	17	3.48	4.76	0	0
317	Marriott	275	4.93	3	1	0	4	0.81	1.45	1	0
318	Mountain View	268	4.80	9	2	0	11	2.29	4.10	2	0
319	Winslow	237	7.97	18	2	0	20	2.51	8.44	2	0
320	Oakdale	221	8.90	12	0	0	12	1.35	5.43	0	0
321	Prairiedale	158	6.23	8	2	0	10	1.60	6.33	3	0
322	Antelope Park	347	3.62	6	0	0	6	1.66	1.73	0	0
331	Livingston	591	7.05	9	2	0	11	1.56	1.86	2	0
333	Clayton	786	8.89	18	2	0	20	2.25	2.54	3	0
334	Preeceville	590	10.02	27	2	0	29	2.90	4.92	3	0
335	Hazel Dell	762	7.21	18	1	0	19	2.63	2.49	1	0
336	Sasman	371	10.12	8	3	0	11	1.09	2.96	6	0
337	Lakeview	328	6.56	17	1	0	18	2.74	5.49	1	0
338	Lakeside	479	5.91	25	0	0	25	4.23	5.22	0	0
339	LeRoy	372	10.62	19	4	0	23	2.17	6.18	4	0
340	Wolverine	337	6.52	9	3	0	12	1.84	3.56	3	0
341	Viscount	543	6.29	13	1	0	14	2.23	2.58	1	0
342	Colonsay	540	4.34	12	0	0	12	2.77	2.22	0	0
343	Blucher	212	9.70	23	3	0	26	2.68	12.26	5	0
344	Coan Park	1,645	62.42	248	29	1	278	4.45	16.90	46	2
345	Vanscoy	364	14.32	50	7	0	57	3.98	15.66	9	0
346	Perdue	789	5.87	16	2	0	18	3.06	2.28	3	0
347	Biggar	370	7.65	33	0	1	34	4.45	9.19	2	1
349	Grandview	197	4.67	11	2	0	13	2.79	6.60	3	0
350	Mariposa	234	3.56	11	0	0	11	3.09	4.70	0	0
351	Progress	261	7.94	11	1	0	12	1.51	4.60	1	0
352	Heart's Hill	401	8.24	6	0	0	6	0.73	1.50	0	0
366	Kelvington	489	7.25	17	2	1	20	2.76	4.09	2	1
367	Ponass Lake	414	8.34	15	3	1	19	2.28	4.59	5	1
368	Spalding	657	9.21	18	2	0	20	2.17	3.04	4	0
369	St. Peter	671	10.97	20	3	0	23	2.10	3.43	4	0
370	Humboldt	450	8.78	24	3	1	28	3.19	6.22	4	1
371	Bayne	383	7.84	14	3	0	17	2.17	4.44	4	0
372	Grant	382	5.94	5	1	0	6	1.01	1.57	2	0
373	Aberdeen	440	7.55	17	1	0	18	2.38	4.09	6	0
376	Eagle Creek	412	5.20	15	1	0	16	3.08	3.88	2	0
377	Glenside	263	4.30	7	0	0	7	1.63	2.66	0	0
378	Rosemount	278	2.80	6	1	1	8	2.86	2.88	2	1
379	Reford	274	5.14	16	1	1	18	3.50	6.57	1	1
380	Tramping Lake	279	3.37	3	1	0	4	1.19	1.43	1	0
381	Grass Lake	404	7.16	6	2	0	8	1.12	1.98	2	0
382	Eye Hill	472	9.92	26	0	0	26	2.62	5.51	0	0
394	Hudson Bay	950	6.40	21	3	0	24	3.75	2.53	5	0
395	Porcupine	749	13.09	27	3	0	30	2.29	4.01	3	0
397	Barrier Valley	335	4.49	15	2	0	17	3.79	5.07	2	0
398	Pleasantdale	495	7.27	17	2	1	20	2.75	4.04	5	2
399	Lake Lenore	412	7.66	23	1	0	24	3.13	5.83	1	0
400	Three Lakes	456	8.54	18	0	0	18	2.11	3.95	0	0

2009 Traffic Collision Statistics by Rural Municipality

Table 11.8

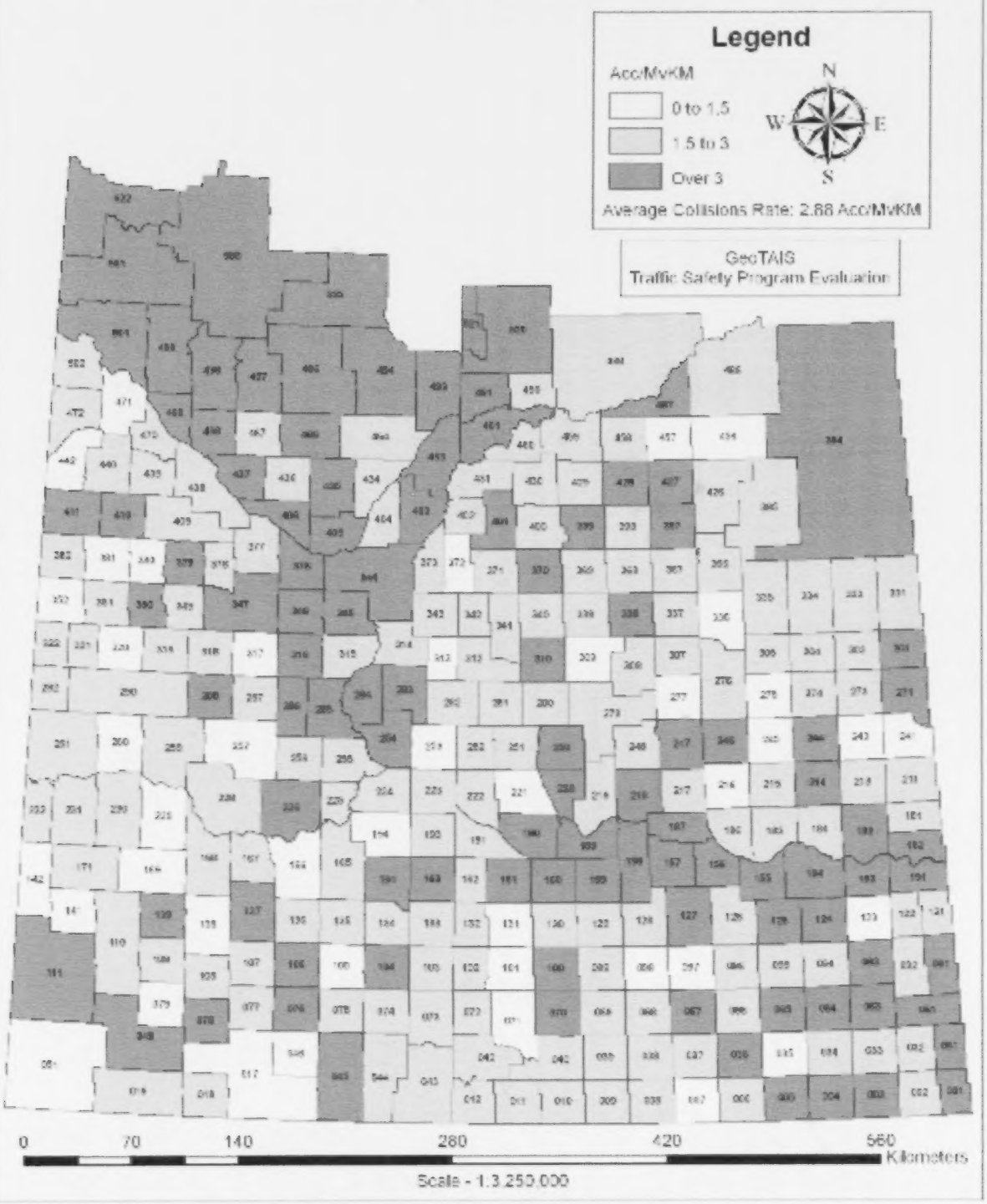
	Rural Municipality	Population	Travel MvKm	Collisions Property Damage	Personal injury	Fatal	Total	Acc/ MvKm	Acc/ 100 pop	Victims Injured	Killed
401	Hoodoo	486	8.16	22	4	0	26	3.18	5.35	5	0
402	Fish Creek	254	4.80	7	1	0	8	1.67	3.15	1	0
403	Rosthern	1,188	11.01	38	4	0	42	3.81	3.54	4	0
404	Laird	729	8.06	22	1	0	23	2.85	3.16	1	0
405	Great Bend	342	5.86	16	2	0	18	3.07	5.26	3	0
406	Mayfield	353	3.29	15	0	0	15	4.55	4.25	0	0
409	Buffalo	486	9.36	15	0	0	15	1.60	3.09	0	0
410	Round Valley	286	4.76	18	0	0	18	3.78	6.29	0	0
411	Senlac	194	5.36	20	2	0	22	4.11	11.34	2	0
426	Bjorkdale	599	10.02	23	2	0	25	2.49	4.17	2	0
427	Tisdale	815	7.35	26	1	0	27	3.67	3.31	1	0
428	Star City	732	8.78	28	2	0	30	3.42	4.10	5	0
429	Flett's Springs	559	9.37	10	5	0	15	1.60	2.68	12	0
430	Invergordon	324	6.45	12	0	0	12	1.86	3.70	0	0
431	St. Louis	1,050	7.68	22	1	0	23	3.00	2.19	1	0
434	Blaine Lake	254	4.85	9	2	0	11	2.27	4.33	3	0
435	Redberry	346	6.39	27	0	0	27	4.22	7.80	0	0
436	Douglas	306	5.37	12	2	0	14	2.61	4.58	2	0
437	North Battleford	453	5.50	42	1	0	43	7.81	9.49	1	0
438	Battle River	795	9.01	22	3	0	25	2.77	3.14	3	0
439	Cut Knife	404	7.76	12	1	0	13	1.68	3.22	2	0
440	Hillsdale	449	10.41	13	5	0	18	1.73	4.01	6	0
442	Manitou Lake	435	10.18	13	1	0	14	1.38	3.22	2	0
456	Arborfield	360	6.49	8	0	0	8	1.23	2.22	0	0
457	Connaught	4,049	6.37	7	0	0	7	1.10	0.17	0	0
458	Willow Creek	702	6.81	11	2	0	13	1.91	1.85	3	0
459	Kinistino	620	13.36	22	6	1	29	2.17	4.68	23	2
460	Birch Hills	536	7.15	12	3	0	15	2.10	2.80	4	0
461	Prince Albert	1,296	11.71	32	6	0	38	3.24	2.93	8	0
463	Duck Lake	746	5.19	18	1	0	19	3.66	2.55	3	0
464	Leask	543	11.30	28	4	0	32	2.83	5.89	8	0
466	Meeting Lake	379	5.19	20	1	0	21	4.05	5.54	1	0
467	Round Hill	289	4.87	13	0	0	13	2.67	4.50	0	0
468	Meota	489	6.58	27	2	0	29	4.41	5.93	3	0
469	Turtle River	324	7.14	20	2	0	22	3.08	6.79	2	0
470	Paynton	197	5.26	13	1	0	14	2.66	7.11	2	0
471	Eldon	543	21.95	22	4	0	26	1.18	4.79	5	0
472	Wilton	1,234	25.59	54	6	0	60	2.34	4.86	6	0
486	Moose Range	908	10.18	21	0	0	21	2.06	2.31	0	0
487	Nipawin	766	10.17	33	1	0	34	3.34	4.44	1	0
488	Torch River	1,173	15.68	40	4	1	45	2.87	3.84	4	1
490	Garden River	429	5.91	12	0	0	12	2.03	2.80	0	0
491	Buckland	1,916	11.11	55	6	0	61	5.49	3.18	6	0
493	Shellbrook	1,273	12.40	43	4	0	47	3.79	3.69	4	0
494	Canwood	1,158	19.05	50	12	3	65	3.41	5.61	21	3
496	Spiritwood	987	16.03	59	5	1	65	4.05	6.59	10	2
497	Medstead	407	6.05	18	4	0	22	3.63	5.41	5	0
498	Parkdale	459	8.49	35	1	0	36	4.24	7.84	2	0

2009 Traffic Collision Statistics by Rural Municipality

Table 11.8

	Rural Municipality	Population	Travel MvKm	Collisions Property Damage	Collisions Personal Injury	Collisions Fatal	Collisions Total	Acc/ MvKm	Acc/ 100 pop	Victims Injured	Victims Killed
499	Mervin	1,200	18.03	53	6	0	59	3.27	4.92	8	0
501	Frenchman Butte	1,163	13.07	60	8	0	68	5.20	5.85	13	0
502	Britannia	1,143	19.52	34	7	0	41	2.10	3.59	9	0
520	Paddockwood	519	8.94	26	4	0	30	3.35	5.78	5	0
521	Lakeland	1,071	1.94	8	0	0	8	4.12	0.75	0	0
555	Big River	562	5.28	38	3	0	41	7.77	7.30	6	0
561	Loon Lake	551	7.91	38	9	0	47	5.95	8.53	10	0
588	Meadow Lake	1,799	19.11	73	1	1	75	3.93	4.17	4	1
622	Beaver River	785	7.82	40	2	0	42	5.37	5.35	3	0
Totals		**134,087**	**2,184**	**5,597**	**551**	**30**	**6,178**	**2.83**	**4.61**	**787**	**35**

2009 Traffic Collision Rates by Rural Municipality



Other Provinces

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Other Provinces

A vision for improving road safety in Canada was approved by the Council of Ministers Responsible for Highway and Transportation Safety in 2000. Canada's Road Safety Vision (RSV) 2010 is a national undertaking, under the auspices of the Canadian Council of Motor Transport Administrators (CCMTA), to make Canada's roads the safest in the world. It emphasizes a range of initiatives that focus on road users, roadways and motor vehicles. The goals of RSV 2010 are to:

- raise public awareness of road safety issues
- improve communication, cooperation and collaboration among safety agencies
- enhance enforcement measures
- improve national collision data quality and collection

The national target for RSV 2010 calls for a decrease of 30% in the average number of road users killed or seriously injured during the years 2008-2010 compared to 1996-2001.

A number of sub-targets have also been established to help achieve this 30% decrease in casualties. They include an increase in the proper use of seatbelts and child restraint systems. Sub-targets have also been established for the reduction of casualties resulting from the non-use of restraint systems, drinking and driving, speed-and intersection-related crashes, high-risk driver behaviours, casualties on rural roads and crashes involving young drivers, riders and commercial carriers.

The initiatives outlined in RSV 2010 provide a roadmap for identifying and dealing with the key road safety issues facing the different Canadian jurisdictions. Saskatchewan and the other Canadian jurisdictions are committed to the objectives of RSV 2010 and are working on implementing the relevant road safety initiatives to help meet the national targets.

A National Collision Database (NCDB) has been set up and is maintained by Transport Canada for collision analysis and the monitoring of these targets.

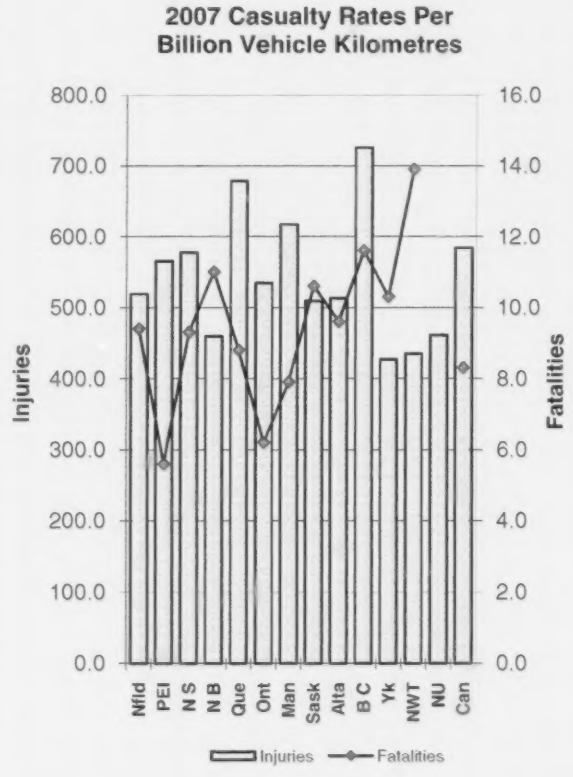
A complete listing of targets and the action plan of RSV 2010 are available from Transport Canada. Collision statistics and further information may be obtained by calling Transport Canada toll free at 1-800-333-0371 or visiting their website at www.tc.gc.ca/roadsafety.

Table 12.1

Collisions and Casualities in Canada

Year	Casualty Collisions	Victims Killed	Victims Injured
1982	160,376	4,169	225,717
1983	160,623	4,216	224,297
1984	168,801	4,120	237,455
1985	183,478	4,364	259,189
1986	187,563	4,068	264,481
1987	196,966	4,283	280,605
1988	193,704	4,154	278,820
1989	196,246	4,238	285,178
1990	181,960	3,963	262,680
1991	173,921	3,690	249,217
1992	172,713	3,501	249,823
1993	171,227	3,615	247,594
1994	169,649	3,263	245,110
1995	167,044	3,351	241,935
1996	156,645	3,062	227,320
1997	150,155	3,033	217,403
1998	148,188	2,911	213,304
1999	151,295	2,984	218,437
2000	155,842	2,927	222,830
2001	151,393	2,776	216,441
2002	156,444	2,932	222,706
2003	152,960	2,768	216,089
2004	147,686	2,722	206,232
2005	148,162	2,905	204,751
2006	145,118	2,895	199,966
2007	140,939	2,767	194,177
2008	Not Available		
2009	Not Available		

Figure 12.1



1999 - 2007/2008 Seatbelt Use in Canada by Province/Territory

(% of All Occupants Wearing Seatbelts In Light-Duty Vehicles*)

Table 12.2

Province	1999	2000	2001	2002	2003	2004/ 2005	2005/ 2006	2006/ 2007	2007/ 2008
Newfoundland	82.9	92.7	92.1	86.3	82.5	87	87.2	86.5	NA
Prince Edward Island	88.5	85.7	86.7	76.7	78.1	81.4	88.2	97.9	NA
Nova Scotia	86.6	86.5	88	90.5	89.4	88.7	91.0	92.2	NA
New Brunswick	85.9	91.5	91.4	90.6	88.8	85.9	87.2	91.5	NA
Quebec	93	91.4	89.0	91.2	93.3	90.9	91.1	93	NA
Ontario	91.0	91.7	92.5	85.1	86.5	92.1	92.1	92.8	NA
Manitoba	85.3	84.2	82.3	80.8	85.3	92.1	91.3	89.1	NA
Saskatchewan	88.2	90.0	91.7	85.7	85.9	93.7	92.9	93.5	NA
Alberta	89.3	87.2	84.9	77.3	84.9	82.9	83.4	88.9	NA
British Columbia	89.2	88.7	90.8	79.7	83.2	91.6	91.7	94.8	NA
Yukon	82.1	79.3	78.1	53.9	85.1	81.5	86.9	82.9	NA
Northwest Territories	61.1	60.7	62.7	77.1	77.3	75.1	80.2	88.0	NA
Nunavut	NA	NA	13.4	22.9	21.8	NA	NA	NA	NA
Canada	**90.1**	**90.1**	**89.9**	**85.0**	**87.4**	**90.5**	**90.8**	**92.5**	**NA**

* Light-duty vehicles include passenger cars, passenger vans and light trucks.

Source of Information: Transport Canada Survey of Seatbelt Use in Canada. Surveys were conducted in urban areas from 1994 to 2001 and in rurals areas in 2002. Beginning in 2003 the survey results are an estimate of **both urban and rural** areas over a two-year period.

Other Provinces – SECTION 12

Additional information specific to other provinces or Canada may be obtained from the respective province or Transport Canada. A list of contacts in each jurisdiction is listed below.

Table 12.3

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Appendix – A1.1

Collision History on Provincial Highways *

	Collisions **				Victims **			Collision Rates			
Year	Property Damage***	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total	Travel (Mvkm)	Coll/ MvKm	Fat. Coll/ 100 Mvkm	Inj. Coll/ Mvkm
1969	3,376	1,240	106	4,722	2,324	137	2,461	3,504	1.35	3.02	0.35
1970	2,585	1,257	92	3,934	2,421	128	2,549	3,426	1.15	2.69	0.37
1971	2,569	1,379	91	4,039	2,598	120	2,718	3,566	1.13	2.55	0.39
1972	2,631	1,507	118	4,256	3,002	147	3,149	3,686	1.15	3.20	0.41
1973	2,583	1,530	118	4,231	2,944	149	3,093	3,869	1.09	3.05	0.40
1974	2,935	1,702	127	4,764	3,166	180	3,346	4,055	1.17	3.13	0.42
1975	3,066	1,600	118	4,784	2,998	161	3,159	4,311	1.11	2.74	0.37
1976	3,177	1,485	111	4,773	2,706	151	2,857	4,488	1.06	2.47	0.33
1977	2,701	1,082	93	3,876	1,902	126	2,028	4,721	0.82	1.97	0.23
1978	3,166	1,147	112	4,425	2,143	150	2,293	4,913	0.90	2.28	0.23
1979	4,552	1,266	103	5,921	2,318	143	2,461	5,110	1.16	2.02	0.25
1980	4,569	1,349	87	6,005	2,407	140	2,547	5,287	1.14	1.65	0.26
1981	4,855	1,248	108	6,211	2,266	139	2,405	5,420	1.15	1.99	0.23
1982	4,728	1,190	90	6,008	2,155	118	2,273	5,312	1.13	1.69	0.22
1983	4,358	1,113	90	5,561	1,967	126	2,093	5,444	1.02	1.65	0.20
1984	3,746	1,045	86	4,877	1,822	105	1,927	5,546	0.88	1.55	0.19
1985	3,837	1,142	82	5,061	1,984	100	2,084	5,640	0.90	1.45	0.20
1986	3,726	1,044	102	4,872	1,883	130	2,013	6,015	0.81	1.70	0.17
1987	4,010	1,048	92	5,150	1,888	119	2,007	6,089	0.85	1.51	0.17
1988	4,600	1,144	96	5,840	1,982	119	2,101	6,295	0.93	1.52	0.18
1989	4,874	1,092	81	6,047	1,982	107	2,089	6,242	0.97	1.30	0.17
1990	5,175	1,105	73	6,353	1,957	84	2,041	6,296	1.01	1.16	0.18
1991	5,642	971	84	6,697	1,706	99	1,805	6,264	1.07	1.34	0.16
1992	5,723	1,069	67	6,859	1,975	79	2,054	6,447	1.06	1.04	0.17
1993	4,396	1,066	72	5,534	1,875	85	1,960	6,692	0.83	1.08	0.16
1994	4,517	1,119	76	5,712	1,936	91	2,027	6,777	0.84	1.12	0.17
1995	4,867	1,196	72	6,135	2,080	88	2,168	7,080	0.87	1.02	0.17
1996	3,782	1,129	63	4,974	1,901	87	1,988	7,141	0.70	0.88	0.16
1997	3,437	1,231	70	4,738	2,095	98	2,193	7,232	0.66	0.97	0.17
1998	3,064	999	71	4,134	1,757	88	1,845	7,481	0.55	0.95	0.13
1999	3,142	1,142	89	4,373	1,980	110	2,090	7,481	0.58	1.19	0.15
2000	3,101	1,075	77	4,253	1,828	88	1,916	7,544	0.56	1.02	0.14
2001	4,102	1,066	68	5,236	1,716	85	1,801	7,341	0.71	0.93	0.15
2002	5,619	1,084	70	6,773	1,744	81	1,825	7,265	0.93	0.96	0.15
2003	8,153	1,069	76	9,298	1,758	85	1,843	7,559	1.23	1.01	0.14
2004	9,319	1,218	65	10,601	1,965	83	2,048	7,547	1.40	0.86	0.16
2005	9,705	1,132	79	10,916	1,762	95	1,857	7,902	1.38	1.00	0.14
2006	10,491	1,203	77	11,771	1,864	86	1,950	7,559	1.56	1.02	0.16
2007	10,801	1,090	71	11,962	1,660	84	1,744	8,338	1.43	0.85	0.13
2008	11,377	1,223	77	12,677	1,902	98	2,000	8,648	1.47	0.89	0.14
2009	11,864	1,163	80	13,107	1,811	97	1,908	8,523	1.54	0.94	0.14

* Collisions occurring on provincial highways within an urban area with a population of less than 1,000 are recorded under URBAN STREETS prior to 1988 and under PROVINCIAL HIGHWAYS in subsequent years.

** Collision and victim counts prior to 1979 were originally published in the Province of Saskatchewan Motor Vehicle Accident annual reports.

*** Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of Jan. 1, 1984 and $1,000 as of Jan. 1, 1993.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

Appendix – A1.2

Collision History on Urban Streets*

	Collisions **				Victims**		
Year	Property Damage***	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1969	11,704	1,984	17	13,705	2,728	22	2,750
1970	8,612	2,010	22	10,644	2,838	24	2,862
1971	7,413	2,402	36	9,851	3,391	37	3,428
1972	8,211	2,664	31	10,906	3,744	32	3,776
1973	8,940	2,647	20	11,607	3,752	24	3,776
1974	10,596	2,787	37	13,420	3,891	42	3,933
1975	12,461	3,051	32	15,544	4,388	34	4,422
1976	13,550	2,905	27	16,482	4,054	30	4,084
1977	15,548	2,964	20	18,532	4,069	20	4,089
1978	19,510	2,888	30	22,428	3,987	37	4,024
1979	30,073	3,259	54	33,386	4,685	64	4,749
1980	30,279	3,222	37	33,538	4,301	43	4,344
1981	22,312	3,152	46	25,510	4,350	49	4,399
1982	25,140	3,302	45	28,487	4,510	52	4,562
1983	25,450	3,436	35	28,921	4,597	39	4,636
1984	19,841	3,329	38	23,208	4,453	44	4,497
1985	19,522	3,552	43	23,117	4,820	46	4,866
1986	20,134	3,888	41	24,063	5,249	42	5,291
1987	20,207	4,087	47	24,341	5,590	52	5,642
1988	19,665	3,855	25	23,545	5,151	32	5,183
1989	19,375	3,497	25	22,897	4,671	27	4,698
1990	18,349	3,353	13	21,715	4,386	16	4,402
1991	19,005	3,376	25	22,406	4,562	26	4,588
1992	18,219	3,462	25	21,706	4,767	25	4,792
1993	12,211	3,645	28	15,884	4,909	28	4,937
1994	13,318	3,734	24	17,076	5,025	24	5,049
1995	14,002	3,129	24	17,155	4,255	25	4,280
1996	15,830	2,917	19	18,766	3,887	21	3,908
1997	14,521	3,016	20	17,557	4,128	20	4,148
1998	15,793	3,272	17	19,082	4,349	17	4,366
1999	15,629	3,550	24	19,203	4,834	26	4,860
2000	17,009	3,567	21	20,597	4,789	21	4,810
2001	15,554	3,068	18	18,640	4,056	18	4,074
2002	19,342 #	3,279	17	22,638	4,343	18	4,361
2003	21,253	3,607	18	24,878	4,722	20	4,742
2004	21,387	3,494	16	24,897	4,554	17	4,571
2005	22,280	3,396	23	25,699	4,408	24	4,432
2006	23,067	3,218	14	26,299	4,199	16	4,215
2007	26,943	3,301	20	30,264	4,293	21	4,314
2008	28,053	3,238	20	31,311	4,164	23	4,187
2009	29,962	3,156	15	33,133	4,020	17	4,037

* Collisions occurring on provincial highways within an urban area with a population less than 1,000 are recorded under URBAN STREETS prior to 1988 and under PROVINCIAL HIGHWAYS in subsequent years.

** Collision and victim counts prior to 1979 were originally published in the Province of Saskatchewan Motor Vehicle Accident annual reports.

*** Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of Jan. 1, 1984 and $1,000 as of Jan. 1, 1993.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

Appendix – A1.3

Collision History on Rural Roads

	Collisions *				Victims*			Collision Rates			
Year	Property Damage**	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total	Travel (Mvkm)	Coll/ MvKm	Fat. Coll/ 100 Mvkm	Inj. Coll/ Mvkm
1969	3,943	931	54	4,928	1,562	64	1,626	1,371	3.59	3.94	0.68
1970	3,050	995	45	4,090	1,728	55	1,783	1,329	3.08	3.39	0.75
1971	3,012	1,253	56	4,321	2,147	61	2,208	1,334	3.24	4.20	0.94
1972	3,164	1,394	67	4,625	2,367	87	2,454	1,348	3.43	4.97	1.03
1973	3,985	1,719	61	5,765	2,850	78	2,928	1,355	4.26	4.50	1.27
1974	4,687	1,773	70	6,530	2,898	84	2,982	1,371	4.76	5.11	1.29
1975	5,279	1,750	79	7,108	2,913	91	3,004	1,432	4.96	5.52	1.22
1976	5,701	1,759	70	7,530	2,801	82	2,883	1,472	5.11	4.75	1.19
1977	6,740	1,948	98	8,786	3,272	118	3,390	1,503	5.85	6.52	1.30
1978	7,440	1,681	84	9,205	2,727	109	2,836	1,519	6.06	5.53	1.11
1979	3,981	978	48	5,007	1,616	55	1,671	1,580	3.17	3.04	0.62
1980	4,284	1,066	53	5,403	1,684	62	1,746	1,567	3.45	3.38	0.68
1981	4,492	1,083	56	5,631	1,772	67	1,839	1,643	3.43	3.41	0.66
1982	4,131	975	48	5,154	1,598	61	1,659	1,784	2.89	2.69	0.55
1983	3,785	924	44	4,753	1,477	53	1,530	1,784	2.66	2.47	0.52
1984	3,086	886	53	4,025	1,421	61	1,482	1,864	2.16	2.84	0.48
1985	3,063	965	43	4,071	1,465	48	1,513	1,864	2.18	2.31	0.52
1986	2,918	866	50	3,834	1,413	56	1,469	1,802	2.13	2.78	0.48
1987	3,256	882	42	4,180	1,380	49	1,429	1,802	2.32	2.33	0.49
1988	3,264	863	30	4,157	1,412	40	1,452	1,998	2.08	1.50	0.43
1989	3,271	811	48	4,130	1,262	49	1,311	1,903	2.17	2.52	0.43
1990	3,282	739	39	4,060	1,133	42	1,175	1,886	2.15	2.07	0.39
1991	3,230	727	34	3,991	1,124	38	1,162	1,886	2.12	1.80	0.39
1992	3,535	655	27	4,217	1,012	31	1,043	1,932	2.18	1.40	0.34
1993	2,396	642	26	3,064	1,028	30	1,058	1,974	1.55	1.32	0.33
1994	2,522	632	27	3,181	1,024	29	1,053	1,982	1.60	1.36	0.32
1995	2,574	600	28	3,202	963	31	994	1,997	1.60	1.40	0.30
1996	2,118	565	18	2,701	859	21	880	1,920	1.41	0.94	0.29
1997	2,093	740	32	2,865	1,161	37	1,198	2,018	1.42	1.59	0.37
1998	1,736	564	35	2,335	890	38	928	2,035	1.15	1.72	0.28
1999	1,777	605	29	2,411	926	41	967	2,035	1.18	1.43	0.30
2000	1,784	610	29	2,423	931	32	963	2,176	1.11	1.33	0.28
2001	2,402	621	42	3,065	952	45	997	2,179	1.41	1.93	0.28
2002	2,521 #	583	29	3,133	948	31	979	2,159	1.45	1.34	0.27
2003	3,909	629	34	4,572	964	35	999	2,178	2.10	1.56	0.29
2004	4,368	533	21	4,922	807	23	830	2,194	1.99	0.96	0.24
2005	4,008	462	23	4,493	647	24	671	2,195	1.83	1.05	0.21
2006	4,695	496	25	5,216	748	26	774	2,178	2.16	1.15	0.23
2007	5,333	497	25	5,855	684	28	712	2,184	2.44	1.14	0.23
2008	5,095	500	21	5,616	714	21	735	2,160	2.36	0.97	0.23
2009	5,593	551	30	6,174	787	35	822	2,145	2.61	1.40	0.26

* Collision and victim counts prior to 1979 were originally published in the Province of Saskatchewan Motor Vehicle Accident annual reports.

** Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of Jan. 1, 1984 and $1,000 as of Jan. 1, 1993.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

Appendix – A1.4

Collision History on Other Roads

	Collisions *				Victims*		
Year	Property Damage**	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1969	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1970	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1971	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1972	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1973	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1974	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1975	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1976	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1977	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1978	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1979	2,846	326	24	3,196	462	28	490
1980	2,981	327	20	3,328	492	20	512
1981	765	162	6	933	272	7	279
1982	571	139	7	717	253	9	262
1983	476	130	14	620	221	17	238
1984	409	117	10	536	208	11	219
1985	332	101	17	450	196	20	216
1986	439	152	14	605	284	17	301
1987	411	139	12	562	277	16	293
1988	359	113	9	481	195	9	204
1989	362	120	8	490	224	9	233
1990	359	112	12	483	193	12	205
1991	425	146	8	579	263	8	271
1992	421	146	8	575	291	8	299
1993	280	127	8	415	221	10	231
1994	319	135	7	461	214	7	221
1995	316	90	11	417	174	13	187
1996	293	108	6	407	186	6	192
1997	348	141	8	497	235	9	244
1998	369	128	4	501	230	4	234
1999	390	179	8	577	295	12	307
2000	457	192	10	659	313	10	323
2001	582	157	12	751	241	19	260
2002	1,758 #	172	7	1,937	278	7	285
2003	2,250	149	8	2,407	240	8	248
2004	2,098	157	3	2,258	217	3	220
2005	2,642	194	4	2,840	291	4	295
2006	2,032	157	8	2,197	264	8	272
2007	1,327	131	10	1,468	208	10	218
2008	1,933	182	14	2,129	297	14	311
2009	1,640	167	4	1,811	253	4	257

* Collision and victim counts prior to 1979 were originally published in the Province of Saskatchewan Motor Vehicle Accident annual reports.

** Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of Jan. 1, 1984 and $1,000 as of Jan. 1, 1993.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

Appendix – A1.5

Collision History on Rural and Other Roads Combined

	Collisions*				Victims**		
Year	Property Damage**	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1969	3,943	931	54	4,928	1,562	64	1,626
1970	3,050	995	45	4,090	1,728	55	1,783
1971	3,012	1,253	56	4,321	2,147	61	2,208
1972	3,164	1,394	67	4,625	2,367	87	2,454
1973	3,985	1,719	61	5,765	2,850	78	2,928
1974	4,687	1,773	70	6,530	2,898	84	2,982
1975	5,279	1,750	79	7,108	2,913	91	3,004
1976	5,701	1,759	70	7,530	2,801	82	2,883
1977	6,740	1,948	98	8,786	3,272	118	3,390
1978	7,440	1,681	84	9,205	2,727	109	2,836
1979	6,827	1,304	72	8,203	2,078	83	2,161
1980	7,265	1,393	73	8,731	2,176	82	2,258
1981	5,257	1,245	62	6,564	2,044	74	2,118
1982	4,702	1,114	55	5,871	1,851	70	1,921
1983	4,261	1,054	58	5,373	1,698	70	1,768
1984	3,495	1,003	63	4,561	1,629	72	1,701
1985	3,395	1,066	60	4,521	1,661	68	1,729
1986	3,357	1,018	64	4,439	1,697	73	1,770
1987	3,667	1,021	54	4,742	1,657	65	1,722
1988	3,697	999	41	4,737	1,607	49	1,656
1989	3,718	966	56	4,740	1,486	58	1,544
1990	3,745	880	53	4,678	1,326	54	1,380
1991	3,655	873	42	4,570	1,387	46	1,433
1992	3,956	801	35	4,792	1,303	39	1,342
1993	2,676	769	34	3,479	1,249	40	1,289
1994	2,841	767	34	3,642	1,238	36	1,274
1995	2,890	690	39	3,619	1,137	44	1,181
1996	2,411	673	24	3,108	1,045	27	1,072
1997	2,441	881	40	3,362	1,396	46	1,442
1998	2,105	692	39	2,836	1,120	42	1,162
1999	2,167	784	37	2,988	1,221	53	1,274
2000	2,241	802	39	3,082	1,244	42	1,286
2001	2,984	778	54	3,816	1,193	64	1,257
2002	4,279 #	755	36	5,070	1,226	38	1,264
2003	6,159	778	42	6,979	1,204	43	1,247
2004	6,466	690	24	7,180	1,024	26	1,050
2005	6,650	656	27	7,333	938	28	966
2006	6,727	653	33	7,413	1,012	34	1,045
2007	6,660	628	35	7,323	892	38	929
2008	7,028	682	35	7,741	1,011	35	1,045
2009	7,237	718	34	7,989	1,040	39	1,079

* Collision and victim counts prior to 1979 were originally published in the Province of Saskatchewan Motor Vehicle Accident annual reports.

** Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of Jan. 1, 1984 and $1,000 as of Jan. 1, 1993.

\# Property damage only collisions in 2002 increased due to a change in reporting procedures.

Appendix – A1.6

Collision History on All Provincial Roads

	Collisions *				Victims*		
Year	Property Damage**	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1969	19,023	4,155	177	23,355	6,614	223	6,837
1970	14,247	4,262	159	18,668	6,987	207	7,194
1971	12,994	5,034	183	18,211	8,136	218	8,354
1972	14,006	5,565	216	19,787	9,113	266	9,379
1973	15,508	5,896	199	21,603	9,546	251	9,797
1974	18,218	6,262	234	24,714	9,955	306	10,261
1975	20,806	6,401	229	27,436	10,299	286	10,585
1976	22,428	6,149	208	28,785	9,561	263	9,824
1977	24,989	5,994	211	31,194	9,243	264	9,507
1978	30,116	5,716	226	36,058	8,857	296	9,153
1979	41,452	5,829	229	47,510	9,081	290	9,371
1980	42,113	5,964	197	48,274	8,884	265	9,149
1981	32,424	5,645	216	38,285	8,660	262	8,922
1982	34,570	5,606	190	40,366	8,516	240	8,756
1983	34,069	5,603	183	39,855	8,262	235	8,497
1984	27,082	5,377	187	32,646	7,904	221	8,125
1985	26,754	5,760	185	32,699	8,465	214	8,679
1986	27,217	5,950	207	33,374	8,829	245	9,074
1987	27,884	6,156	193	34,233	9,135	236	9,371
1988	27,888	5,975	160	34,023	8,740	200	8,940
1989	27,882	5,520	162	33,564	8,139	192	8,331
1990	27,165	5,309	137	32,611	7,669	154	7,823
1991	28,302	5,220	151	33,673	7,655	171	7,826
1992	27,898	5,332	127	33,357	8,045	143	8,188
1993	19,283	5,480	134	24,897	8,033	153	8,186
1994	20,676	5,620	134	26,430	8,199	151	8,350
1995	21,759	5,015	135	26,909	7,472	157	7,629
1996	22,023	4,719	106	26,848	6,833	135	6,968
1997	20,399	5,128	130	25,657	7,619	164	7,783
1998	20,962	4,963	127	26,052	7,226	147	7,373
1999	20,938	5,476	150	26,564	8,035	189	8,224
2000	22,351	5,444	137	27,932	7,861	151	8,012
2001	22,640	4,912	140	27,692	6,965	167	7,132
2002	29,240 #	5,118	123	34,481	7,313	137	7,450
2003	35,565	5,454	136	41,155	7,684	148	7,832
2004	37,172	5,402	105	42,679	7,543	126	7,669
2005	38,635	5,184	129	43,948	7,108	147	7,255
2006	40,285	5,074	124	45,483	7,075	136	7,211
2007	44,404	5,019	126	49,549	6,845	143	6,989
2008	46,458	5,143	132	51,733	7,077	156	7,233
2009	49,063	5,037	129	54,229	6,871	153	7,024

* Collision and victim counts prior to 1979 were originally published in the Province of Saskatchewan Motor Vehicle Accident annual reports.
** Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of Jan 1, 1984 and $1,000 as of Jan 1, 1993.
# Property damage only collisions in 2002 increased due to a change in reporting procedures.

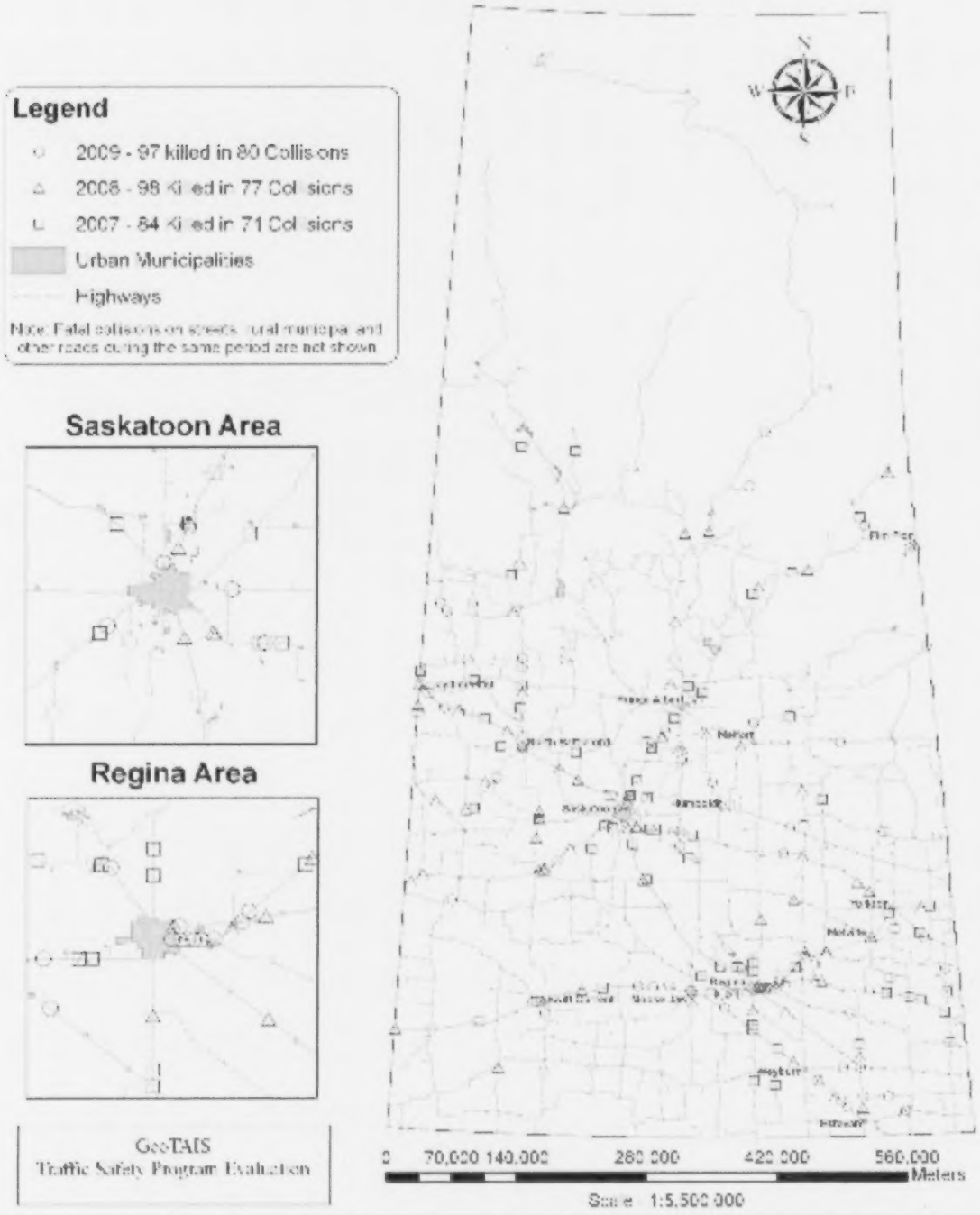
Appendix – A1.7

Collision History Rates – All Provincial Roads

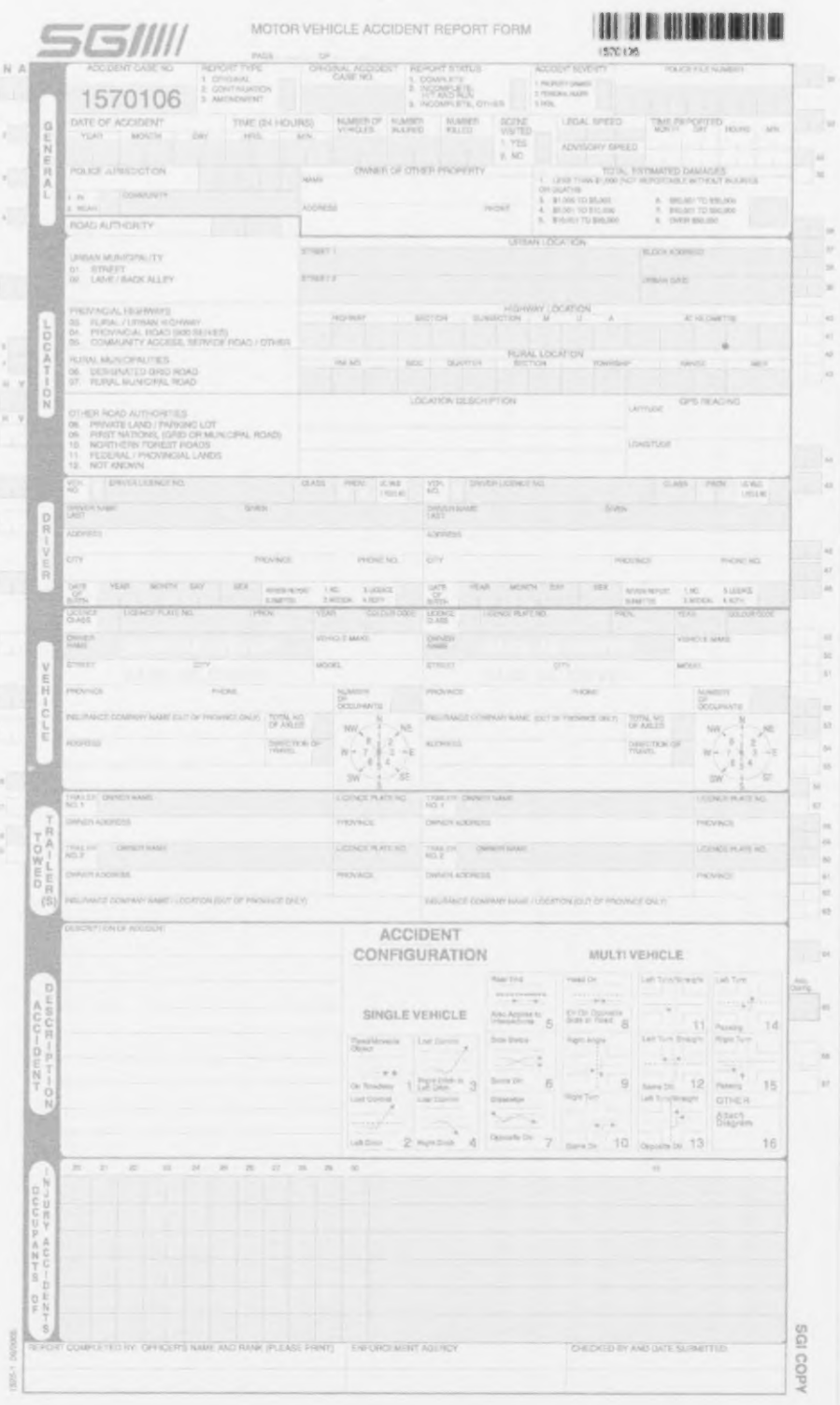
				Collision Rates				Casualty Collision Rates		
Year	Registered Vehicles *	Licensed Drivers	Sask. Pop.**	C/100 Reg'ed Vehicles	C/100 Lic'd Drivers	C/100 Pop.	Casualty Collisions	C/100 Reg'ed Vehicles	C/100 Lic'd Drivers	C/100 Pop.
1969	472,363	495,684	958,000	4.94	4.71	2.44	4,332	0.92	0.87	0.45
1970	464,405	487,678	941,000	4.02	3.83	1.98	4,421	0.95	0.91	0.47
1971	464,924	495,730	932,037	3.92	3.67	1.95	5,217	1.12	1.05	0.56
1972	496,214	517,829	920,780	3.99	3.82	2.15	5,781	1.17	1.12	0.63
1973	523,557	503,494	911,936	4.13	4.29	2.37	6,095	1.16	1.21	0.67
1974	568,918	518,252	908,455	4.34	4.77	2.72	6,496	1.14	1.25	0.72
1975	613,269	590,251	917,411	4.47	4.65	2.99	6,630	1.08	1.12	0.72
1976	653,408	598,604	931,620	4.41	4.81	3.09	6,357	0.97	1.06	0.68
1977	670,638	606,386	944,814	4.65	5.14	3.30	6,205	0.93	1.02	0.66
1978	621,770	560,972	951,943	5.80	6.43	3.79	5,942	0.96	1.06	0.62
1979	624,478	591,337	959,555	7.61	8.03	4.95	6,058	0.97	1.02	0.63
1980	677,680	603,115	967,369	7.12	8.00	4.99	6,161	0.91	1.02	0.64
1981	690,776	611,506	975,861	5.54	6.26	3.92	5,861	0.85	0.96	0.60
1982	684,358	621,837	987,253	5.90	6.49	4.09	5,796	0.85	0.93	0.59
1983	701,993	633,893	1,001,851	5.68	6.29	3.98	5,786	0.82	0.91	0.58
1984	719,856	642,358	1,015,476	4.54	5.08	3.21	5,564	0.77	0.87	0.55
1985	720,022	647,121	1,025,455	4.54	5.05	3.19	5,945	0.83	0.92	0.58
1986	735,626	649,989	1,029,254	4.54	5.13	3.24	6,157	0.84	0.95	0.60
1987	738,682	651,609	1,032,786	4.63	5.25	3.31	6,349	0.86	0.97	0.61
1988	726,605	647,445	1,028,050	4.68	5.25	3.31	6,135	0.84	0.95	0.60
1989	715,600	624,964	1,019,265	4.69	5.37	3.29	5,682	0.79	0.91	0.56
1990	702,653	638,600	1,007,115	4.64	5.11	3.24	5,446	0.78	0.85	0.54
1991	696,241	636,872	1,002,668	4.84	5.29	3.36	5,371	0.77	0.84	0.54
1992	707,123	640,428	1,003,987	4.72	5.21	3.32	5,459	0.77	0.85	0.54
1993	706,340	643,995	1,006,949	3.52	3.87	2.47	5,614	0.79	0.87	0.56
1994	705,388	645,723	1,009,685	3.75	4.09	2.62	5,754	0.82	0.89	0.57
1995	705,405	647,786	1,014,172	3.81	4.15	2.65	5,150	0.73	0.80	0.51
1996	717,098	654,973	1,019,459	3.74	4.10	2.63	4,825	0.67	0.74	0.47
1997	715,819	658,972	1,018,067	3.58	3.89	2.52	5,258	0.73	0.80	0.52
1998	715,381	662,810	1,017,506	3.64	3.93	2.56	5,090	0.71	0.77	0.50
1999	712,541	667,379	1,014,707	3.73	3.98	2.62	5,626	0.79	0.84	0.55
2000	716,723	666,266	1,007,767	3.90	4.19	2.77	5,581	0.78	0.84	0.55
2001	713,000	665,760	1,000,134	3.88	4.16	2.77	5,052	0.71	0.76	0.51
2002	721,999	666,374	995,886	4.78	5.17	3.46	5,241	0.73	0.79	0.53
2003	731,891	668,572	994,732	5.62	6.16	4.14	5,590	0.76	0.84	0.56
2004	740,554	669,852	994,898	5.76	6.37	4.29	5,507	0.74	0.82	0.55
2005	750,640	674,870	990,044	5.85	6.51	4.44	5,313	0.71	0.79	0.54
2006	761,011	676,733	987,520	5.98	6.72	4.61	5,198	0.68	0.77	0.53
2007	785,341	688,841	996,869	6.31	7.19	4.97	5,143	0.65	0.75	0.52
2008	820,405	712,434	1,013,620	6.30	7.26	5.10	5,269	0.64	0.74	0.52
2009	841,022	716,258	1,029,124	6.45	7.57	5.27	5,166	0.61	0.72	0.50

* Vehicle counts exclude motor toboggans (type 30), snowmobiles (type 31) and all trailers (types 50-61).
** Population - Statistics Canada July 1, 2009 Populations.

Fatal Collision Locations On Rural Provincial Highways (2007-2009)



Appendix – A3 Sask. Motor Vehicle Accident (MVA) Report Form



SGI

MOTOR VEHICLE ACCIDENT REPORT FORM

1570106

GENERAL

LOCATION

DRIVER

VEHICLE

TOWED TRAILER(S)

ACCIDENT DESCRIPTION

ACCIDENT CONFIGURATION

SINGLE VEHICLE

MULTI VEHICLE

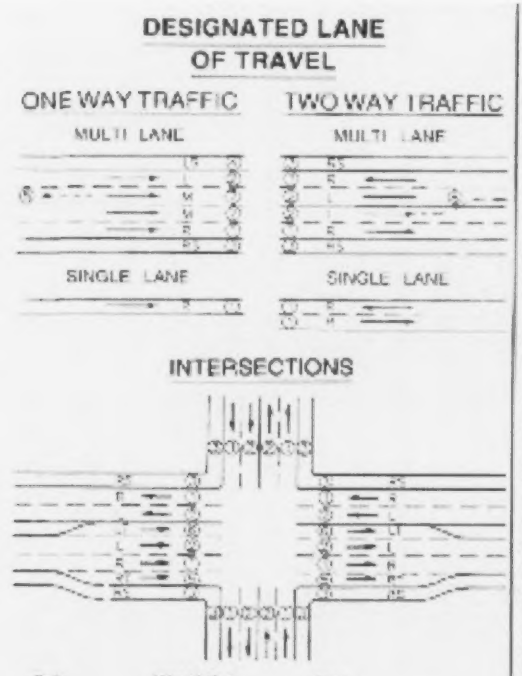
INJURY ACCIDENTS ONLY

REPORT COMPLETED BY: OFFICER'S NAME AND RANK (PLEASE PRINT) | ENFORCEMENT AGENCY | CHECKED BY AND DATE SUBMITTED

SGI COPY

Appendix – A4.1 Sask. MVA Report Form Template Front

Appendix – A4.2 Sask. MVA Report Form Template Back



Code	Abbreviation	Lane
1	R	Right-most Driving Lane
2	L	Left-most Driving Lane
3	RS	Right Shoulder
4	LS	Left Shoulder
5	RT	Right Turning Lane
6	LT	Left Turning Lane
7	M	Middle Driving Lane
8	O	Lane of Opposing Traffic

Province / State Codes

Alberta	AB	Ontario	ON
British Columbia	BC	Prince Edward Island	PE
Manitoba	MB	Quebec	PQ
New Brunswick	NB	Saskatchewan	SK
Newfoundland	NF	Yukon Territory	YT
Nova Scotia	NS	North West Territories	NW
Alabama	AL	Montana	MT
Alaska	AK	Nebraska	NE
Arizona	AZ	Nevada	NV
Arkansas	AR	New Hampshire	NH
California	CA	New Jersey	NJ
Colorado	CO	New Mexico	NM
Connecticut	CT	New York	NY
Delaware	DE	North Carolina	NC
District of Columbia	DC	North Dakota	ND
Florida	FL	Ohio	OH
Georgia	GA	Oklahoma	OK
Hawaii	HI	Oregon	OR
Idaho	ID	Pennsylvania	PA
Illinois	IL	Rhode Island	RI
Indiana	IN	South Carolina	SC
Iowa	IA	South Dakota	SD
Kansas	KS	Tennessee	TN
Kentucky	KY	Texas	TX
Louisiana	LA	Utah	UT
Maine	ME	Vermont	VT
Maryland	MD	Virginia	VA
Massachusetts	MA	Washington	WA
Michigan	MI	West Virginia	WV
Minnesota	MN	Wisconsin	WI
Mississippi	MS	Wyoming	WY
Missouri	MO	Puerto Rico	PR
		Mexico	MX
Canadian Armed Forces	CF		
International License	IP		
Other Foreign License	FO		

Colour Codes

White	01	Yellow	06	Grey	10
Black	02	Orange	07	Gold	11
Red	03	Purple	08	Silver	12
Green	04	Brown	09	Bronze	13
Blue	05			Other	14

Two-Tone Vehicle use most Predominant Colour

Codes for Charges Laid

CODE	CHARGE
10	Unregistered Vehicle
11	Roadway Stop Sign
12	Fail to Signal
13	Speed not Fast for Conditions
14	Drive Without Due Care and Attention
15	Follow too Closely
16	Passing on Right
17	Improper Lane Change
18	Improper Turn
19	Fail to Yield Right of Way
20	Passing When Unsafe
21	Driving Left of Centre
22	Driving Wrong Way on a One Way Street
23	Fail to Yield to Pedestrian
24	Fail to Report
25	Disobey Traffic Signs
26	Improper Parking on Highway or Street
27	Passing School Bus When Prohibited
28	Improper Brakes
29	Defective or Unauthorized Lights, Tires, Windshield or Bumper Height
30	Dangerous Driving
31	Drive While Disqualified
32	Criminal Negligence
33	Fail to Remain
34	Impaired Driving / Refuse Breath Test
35	Unsafe Backing
36	No Driver's License
37	Operator or Passenger Not Using Seatbelt
38	Speeding For Highway Weather
39	Dumping
40	24 Hour Suspension
70	Other Offence

Unknown Information

An "X" can be coded to individual data fields if the information is unknown at the time of reporting. However, in cases where the information is known at a later date, a complete section such as a 10 part non-accident report, no injury or vehicle data is available, enter "X" at the beginning of the section will be sufficient.

Glossary

Police-Reported Motor Vehicle Collision	Police agencies are required to investigate and complete a motor vehicle collision report for all collisions that involve bodily injury or death, a hit and run, an out-of-province or unregistered vehicle, an impaired driver (by alcohol or drugs) and collisions where a motor vehicle must be towed from the scene.
Motor Vehicle Collision Captured By Claims	An incident that has not been reported by police that involves one or more motor vehicles in transport, and results in personal injury or a minimum of $1,000 in property damage, not including damage to cargo.
Incident	Any set of motor vehicle events, not under human control, that includes at least one occurrence of injury or damage. It originates when human control of the vehicle is lost and terminates when control is regained, or, in the absence of persons who are able to regain control, when all persons and property are at rest. This excludes events that are the result of deliberate intent, legal intervention or natural disasters. For example, if a vehicle catches fire due to mechanical failure and the driver is able to stop safely, a motor vehicle collision did not occur because control of the vehicle was never lost.
Motor Vehicle	Any motorized mechanically or electrically powered land vehicle not operated on rails. Collisions that involve only construction or maintenance equipment within the right of way are not reportable on TAIS.
In Transport	A vehicle that is "in motion or being operated" on a roadway; this includes harm to property that reduces the monetary value of that property. It includes harm to animals that have monetary value. It excludes mechanical failure during normal operation, such as a tire blowout.
Public Roadway	Any highway, secondary road, rural road, street, avenue, parkway, lane, alley or bridge designed and intended for, or used by, the general public for the passage of motor vehicles. This includes sidewalks, boulevards and the immediate right of way adjacent to and parallel with the roadway. It does not include privately maintained roads, driveways or parking lots.
Snowmobiles and Off-Roadway Vehicles	Collisions involving snowmobiles and off-roadway vehicles that occur within the right-of-way of a public roadway are recorded as part of that roadway. If they occur outside of the right of way, they are on private property.
Road Authority	The jurisdiction responsible for the general maintenance and traffic safety of the road.

Glossary

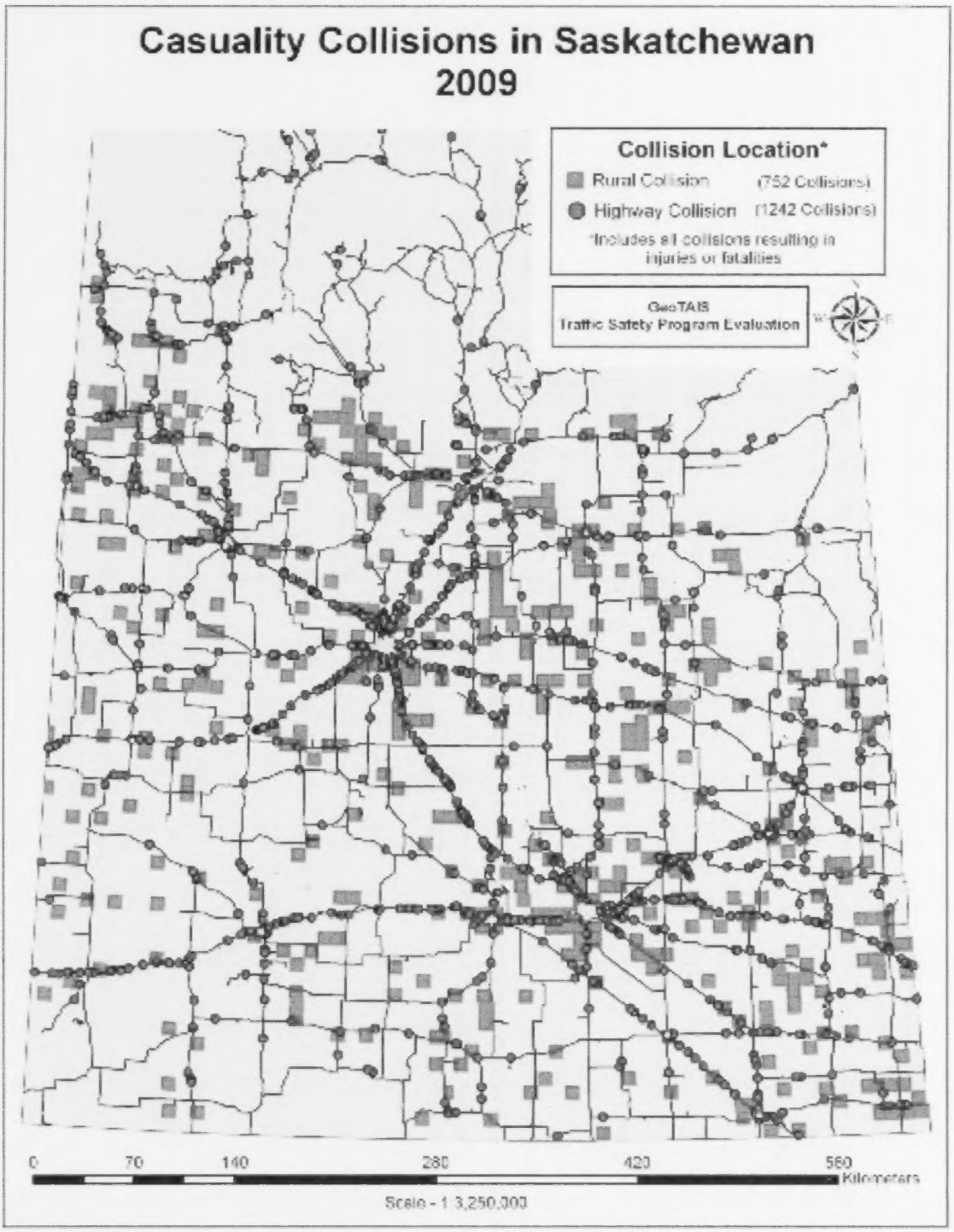
Urban Streets	Any street, lane or back alley within the incorporated limits of a city, town, village or hamlet, except those streets recorded as a numbered highway. **Street**: Any public road of an urban street system under the maintenance or jurisdiction of the municipal government. In the case where a road is maintained by a municipal government and would more easily be coded as a numbered highway, exceptions may be made. **Lane/Back Alley**: Any alley or lane within an urban area intended for use by the public and maintained by the local government.
Provincial Highways	Any rural/urban highway, provincial road, community access or service road, or other highway as described below. **Rural/Urban Highway**: Any numbered provincial highway in a rural or urban area with a population less than 1,000 that is maintained by the Saskatchewan Ministry of Highways and Infrastructure, and any roadways within urban limits that the police have been permitted to code as a highway for convenience (see street definitions). **Provincial Roads (900 series highways)**: Any public highway with a highway number greater than 900. **Community Access, Service Road/Other**: Roads built and maintained by Saskatchewan Ministry of Highways and Infrastructure providing access to communities, industrial plants and/or land parcels.
Rural Roads	Any designated grid, municipal or other road as defined below. **Designated Grid Road**: A municipal road designated as a municipal grid or main farm access road on the Saskatchewan Municipal Road Inventory Maps and posted with customary grid road signs. Collisions on grid roads going through First Nations are coded to the First Nations (code 09). **Municipal/Other Rural Road**: Any rural municipal road not designated as a grid road. These will include trails, bladed and non-bladed roads, and local streets in unorganized hamlets. Collisions on municipal roads going through First Nations are coded to the First Nations (code 09).
Other Roads	Any location not identified under urban, highway or rural road locations. **First Nation Grid or Municipal Road**: Any public road within a First Nation boundary, other than a provincial highway, serving as an access or internal road for a First Nation. **Northern Forest Road**: Roads in forested areas built and maintained with the primary intent of providing access to forestry operations.

	Federal/Provincial Lands: Any road other than a numbered provincial highway serving as a public access or internal road to federal or provincial land, such as parks, federal community pastures, etc. **Not Known**: This code is intended for use only when a general location is **definitely** not known.
Private Property	Privately-owned property, both in rural and urban areas, such as parking lots, parkades, farmyards, private roads, driveways, service station lots, etc. Collisions coded to this Road Authority are **not** recorded on TAIS.
Property Damage Only Collisions	A motor vehicle collision resulting in total damages over the prescribed amount as defined in *The Traffic Safety Act* ($1,000) with no personal injuries or deaths.
Injury Collisions	A motor vehicle collision resulting in a non-fatal injury to one or more persons. An injury is defined as any bodily harm resulting from the collision.
Fatal Collisions	A motor vehicle collision resulting in death within 30 days to one or more involved persons.
Impaired	A person with a blood alcohol content exceeding the legal limit.
Had Been Drinking	A person that had consumed alcohol but has a blood alcohol content less than the legal limit.
Major Contributing Factors	Contributing factors are those circumstances or factors that have directly contributed to the collision or its severity. TAIS recognizes that a collision usually results from many causal factors. The collision data system accepts up to four contributing factors for each vehicle involved in a collision. Factors can be selected from four categories: human condition, human action, vehicle condition or driving environment.

Due to differences in reporting definitions, the numbers of collisions and associated casualties published in this report do not necessarily reflect the collision and injury claims experience of the Saskatchewan Auto Fund. Traffic collisions are reported in the Traffic Accident Information System (TAIS) only when the estimated repair costs for all vehicles exceed $1,000 or when personal injuries are sustained, whereas a collision claim may occur for any amount of property damage over the applicable deductible.

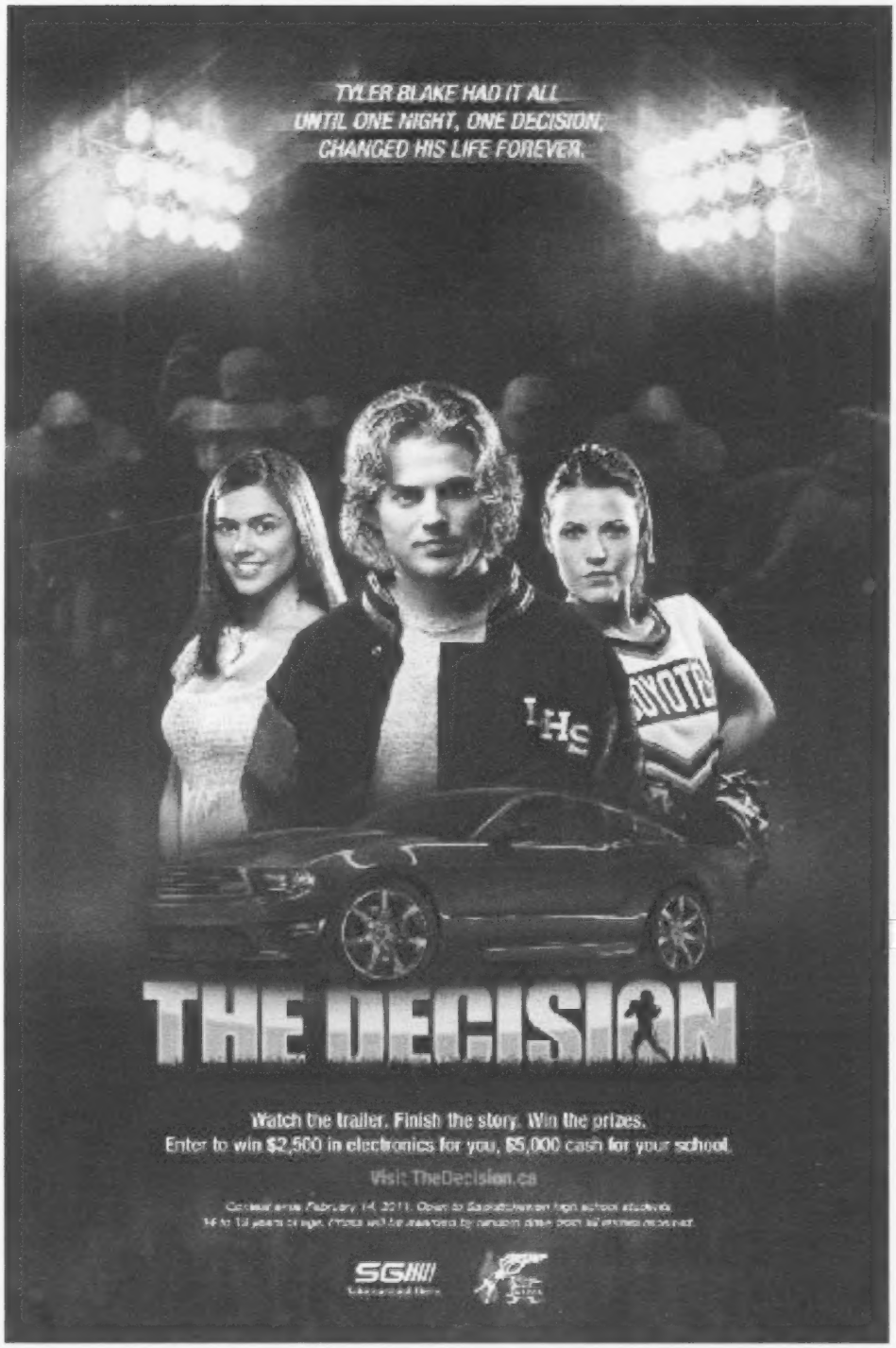
Private property and parking lot collisions, as well as deliberate acts of vandalism or natural causes, are also not recorded in TAIS.

The information presented in this publication reflects all police and insurance claim reports known to SGI as of December 2010. Since the TAIS is updated on a continual basis, information in future publications may vary from what is published in this report.



GeoTAIS

The GeoTAIS project was launched in July 2010 in an effort to enhance the quality of Saskatchewan's traffic accident database by keeping up with cutting edge traffic safety analysis/research that will ensure we continue to develop and provide well informed traffic safety programs. GeoTAIS allows for spatial analysis, as well as visual representation of traffic accident data in the form of maps and diagrams.


TYLER BLAKE HAD IT ALL
UNTIL ONE NIGHT, ONE DECISION,
CHANGED HIS LIFE FOREVER.
THE DECISION
Watch the trailer. Finish the story. Win the prizes.
Enter to win $2,500 in electronics for you, $5,000 cash for your school.
Visit TheDecision.ca

"The Decision," was an ad campaign designed to engage young people in discussions about the important issue of drinking and driving.

The movie-trailer style ad ran during movie previews in Saskatchewan theatres and featured a cliff-hanger ending. After watching "The Decision," viewers were encouraged to go online and finish the story to win prizes for themselves and their school. The contest closed Feb. 14, 2011.

The youth-friendly campaign also appeared on television and in radio, and was promoted with a website and through social media.

For more information, contact:

Traffic Accident Information System
Traffic Safety Program Evaluation
Regina Operations Centre
5104 Donnelly Cres.
P.O. Box 1580
Regina, SK S4P 3C4

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Take care out there.